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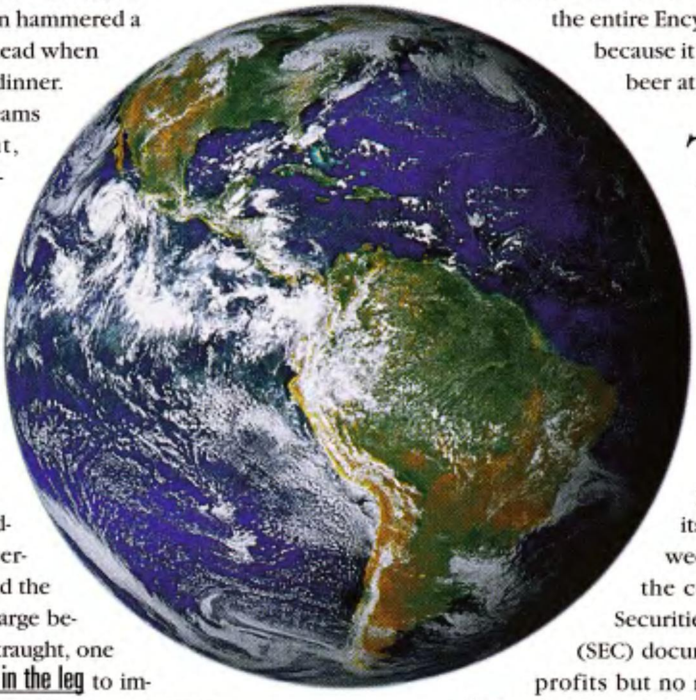
TakingItEasy

We start off this month with a post from our bro Little Foot who tells us of a little-known law still on the books in Rhode Island. The law involves the marriage of lunatics and idiots and states: "Any marriage where either of the parties thereto is **an idiot or a lunatic** at the time of the marriage, shall be absolutely void." Yeah, that pretty much says it for my first two marriages.

A somewhat awe-inspiring factoid to be given during the next awkward lull in a conversation: You could fit 1.3 million Earths inside the sun. Hmm. That's like the equation for age and sex ... **21 goes into 45** more than 45 goes into 21.

Another example of an outraged spouse: A Hungarian man hammered a four-inch nail into his wife's head when she **forgot to cook** him dinner. The neighbors heard the screams and called the police, but, apparently, the li'l Miss forgave her husband, the dispute was considered domestic, and no action by the authorities was necessary. Now that's *love*.



Here's a new phobia: apotemnophilia—the psychological need to have a healthy limb removed by people dissatisfied with their bodies. A hospital in Scotland performed two such surgeries, and the doctor said he did it at no charge because the patients were so distraught, one having previously **shot himself in the leg** to improve the chances a surgeon would agree to amputate. Totally weird.

Our dumb Crook Of The Month: A 17-year-old admitted to a judge that he was the one who broke into a woman's home, **tied her up,** and stole the car out of her garage. According to the victim (76 years old), after he tied her up, he came back in from the garage three times before finally leaving, two times to get her to teach him how to use the garage door opener and once to tell him how to operate a car with automatic transmission. Sheesh.

Hospitals in developing countries apparently have some serious cash-flow problems. It's so bad that strong-arm tactics are used on patients who can't pay their bills. A mugging victim was brought to a hospital in Kenya, but he was turned away when he was unable to make a payment. They **put him on a stretcher** and took him to his bank to withdraw money so he could be admitted to the hospital. Now that's cold.

From Our Idiot Dentist File: Oops! A dentist (in a case of mistaken identity) **removed two teeth** from an eight-year-old boy who was only waiting for his sister in the reception room.

A few more strange laws: In West Virginia it is prohibited to whistle under water. (They have the same law in Vermont.) In Texas a recently passed anti-crime law requires criminals to give their victims **24 hours' notice,** either orally or in writing, and to explain the nature of the crime to be committed (What?). And also in Texas, the entire Encyclopedia Britannica is banned because it contains a formula for making beer at home.

This guy in Chile really wanted to vote but had been ruled ineligible three times because records indicated he was dead. So **he got mad** and said that he was never going to try voting again. (Hey, why bother if your dead.)

A $23 million Internet company that went public in November had seen its share price double in recent weeks to nearly $4, even though the company plainly disclosed in Securities and Exchange Commission (SEC) documents that it not only had no profits but no revenues. In fact, it did **no business** of any kind. The company told the SEC that it might begin doing business soon, but maybe not, but if it did, it had no specific idea about what kind of work it would do. I'm pretty sure I have stock in this one.

From our "Fun With Knives" File: A 62-year-old woman thought a stranger punched her in the neck, but he actually stabbed her, and **the four-inch knife** remained in her neck for 40 minutes while she grocery-shopped before a passerby pointed it out to her. "Hey, lady, you got a pig sticker in your neck!"

Hey, this could happen. A man reported to an emergency room complaining of **abdominal cramps.** Doctors removed 55 thin glass crack pipes (one of them 4 1/2 inches long) from his stomach. He said he didn't realize they were there because he was always high when accidentally ingesting them. Right.

Easyriders®

ENTERTAINMENT FOR ADULT BIKERS • NUMBER 327 • SEPTEMBER 2000

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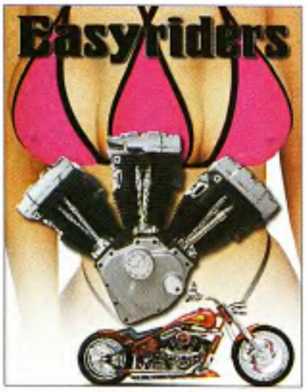

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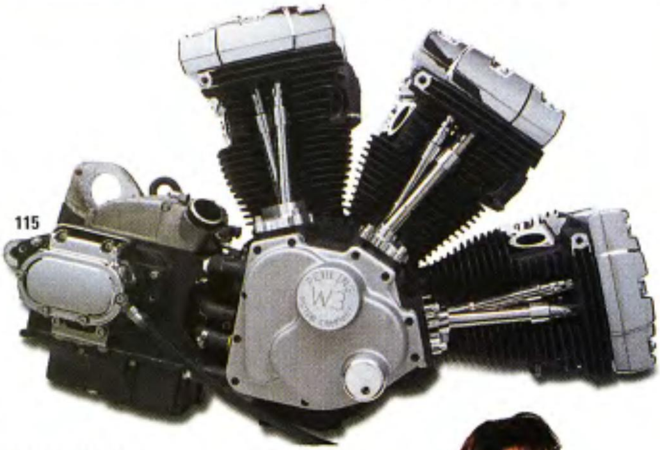

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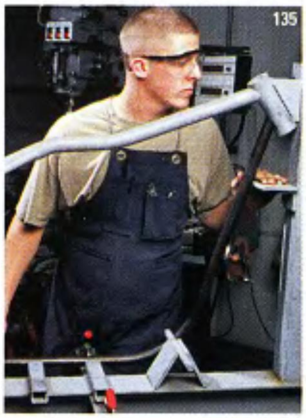
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Cover photos: Feuling's Triple Folly by Markus Cuff, Michael Brunet's fiery Softail show-stopper by Michael Lichter. Special visual defects by Jeff Biggs.

The next liver-quiverin' issue goes on sale August 31st, 2000. **Printed in the USA.**

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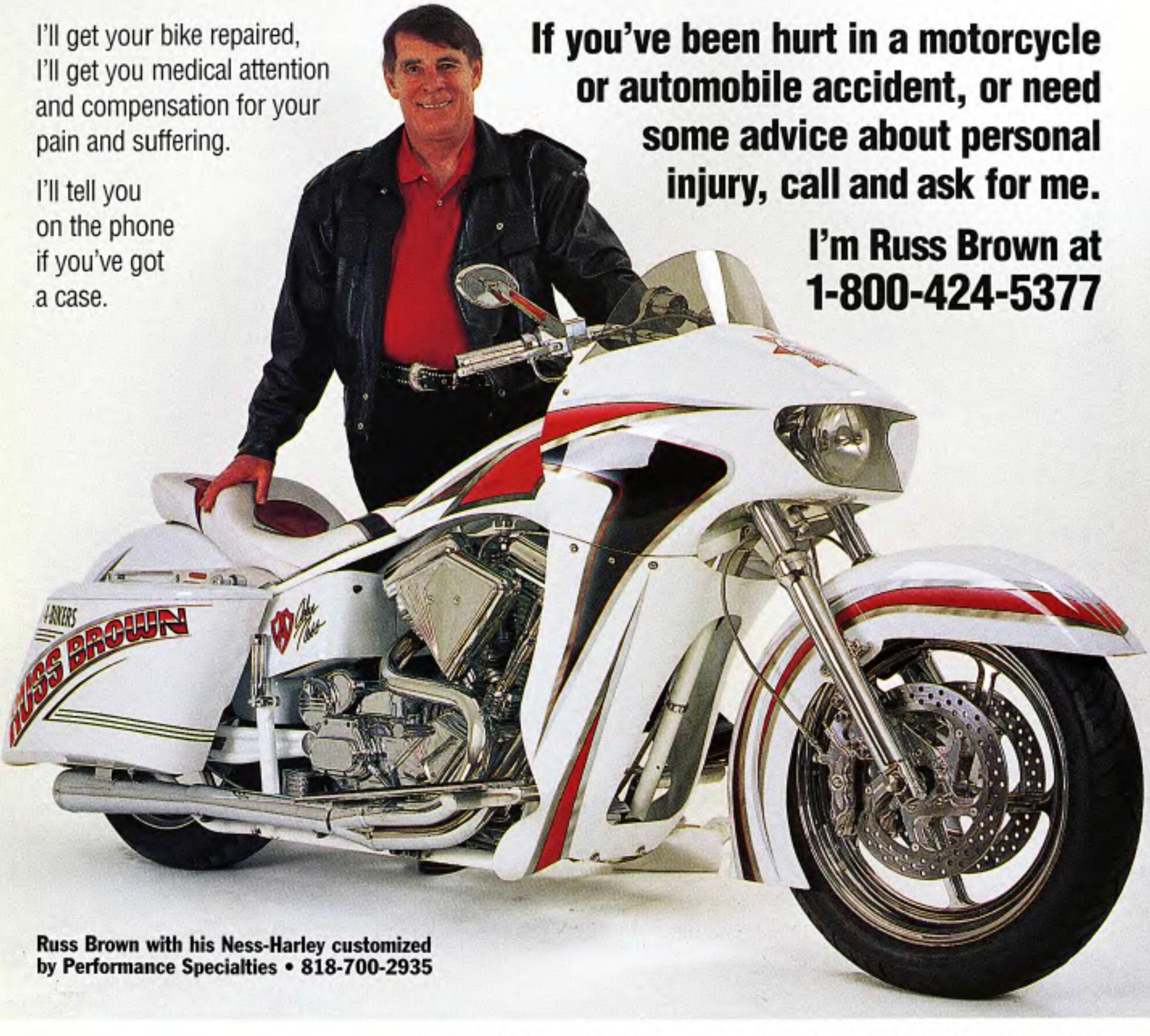

Russ Brown with his Ness-Harley customized by Performance Specialties • 818-700-2935

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WordMonger

He's Missed

I'll get right to it. I feel like I've lost a good friend. Though I never met Rip, there will be an empty space in my heart. He told it like it was—to your face. He'll be missed.

You're free, bro. Ride on. We'll all be along soon.

Scarface
Franklin, Massachusetts

It was with great sadness that I read in the June issue of Rip's passing. Rip will be missed by us all. He lived what most could only dream about.

Ride free, bro. You were one of a kind, and you will be missed by the people you touched in this life.

Richard Groves
Tampa, Florida

Hoppy

I would like to give my deepest appreciation to Easyriders and Lance Krig for the article/tribute you did on my father in the May 2000 issue ("Ridin' With Hoppy").

My name is Desta. I was born in May of 1981 to Hoppy and my mom, Jan. I was daddy's little girl from day one. He gave me my first motorcycle when I was seven years old, and I rode that bike all over the place hoping that one day I too could be ridin' with Hoppy just like Lance did.

Unfortunately, my dad took his trip to heaven right before my 11th birthday on April 14, 1992. His death was caused by lung cancer derived from exposure to Agent Orange. I didn't get to share all the same things that Lance did, but I do have plenty of wonderful memories of my own.

I'm now 19 and proud to say I got all of my dad's characteristics. My dad is always with me, making sure I'm OK.

Thanks you for a kickass article!

Desta N. Patterson
Phelan, California

Tired of The Stupid Shit

Being a long-time reader of *Easyriders* and *In The Wind*, I have finally had enough and I feel I really need to exercise my 1st Amendment right, Freedom of Speech. I'm sure I might offend a few people, but that's what America is all about, right?

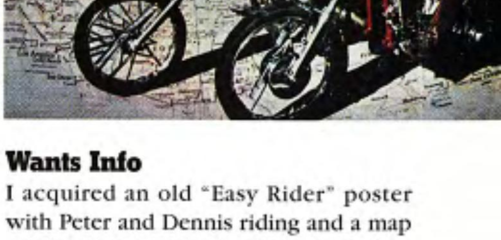
I'm writing about a lot of the candidates featured in the "Fox Hunt" competition. So many of them claim different types of sexual arousal when speaking of their first experience on a bike. I have no problem saying that, from the very first time, I loved to ride with my man on his '76 custom Lowrider almost more than anything (almost). It is definitely one of the biggest thrills that I have ever experienced—feelin' free and totally uninhibited. Never, though, has the "vibration" from this "awesome machine" ever created any type of sexual arousal in me. Excitement, yes. Arousal, no.

My point is that if any woman can actually say that this undeniable feeling of riding a Harley does for her what a man should, she's with the wrong man.

Keep ridin', keep vibratin', and enjoy!

Peeker and Deputy (the one who really does it for me)
Circleville, Ohio

Well, you know what they say—some women take a breath to get them off and others take a sledge hammer.



Wants Info

I acquired an old "Easy Rider" poster with Peter and Dennis riding and a map of the U.S. in the background (see photo). After calling both your Florida and California offices with no help forthcoming, I decided to write to your readers to see if I could get any feedback. There are no identifying marks or dates. At any rate, it's a bitchin' addition to my "Harley wall."

Mike Stone
Sweet Home, Oregon

Thanks

Greetings from Pohang, Korea! I'm just a mild-mannered employee at the Harley-Davidson assembly plant in

Kansas City, Missouri, as a Supplier Project Engineer. For one weekend a month and for two weeks a year, I'm a Navy Military Sealift Command Officer supporting MSC operations in Korea.

When departing for this particular two-week exercise, I stopped by the local gas station for my latest edition of *Easyriders*. I was on my way to the airport for an 18-hour flight, so I needed quality material to read and relax with. But to my dismay they had not received the latest! Within a week I finally made it to the Marine outpost here in Pohang to get some junk food. Lo and behold, not only did they have the latest *Easyriders*, but the latest *In The Wind* as well. My two-week jaunt was saved! (See pic.)

Thanks, Easyriders, for getting your mag to the farthest outposts that we serve America from.

By the way, the '57 Pan you featured made me moist! Keep up the good work.

Lt. Boz
Kansas City, Missouri

He's So Pissed

Was in Daytona this year and did a trailer thing to haul old scoots down. Now I made sure my van and trailer were in the best shape possible; however, on the way back ...

My van crapped out 20 miles south of Jacksonville in a traffic jam. I tried to wave over some of you Evo riders for help. Did I get any? No! If it weren't for a couple from Texas, on their way to D.C., who stopped to help us out, we'd still be there.

Well, we rented a truck to haul the bikes and trailer and tried to wave riders over for help to load 'em up. Did I get any? No!

I stop for *everyone*—cager or biker. I'm so pissed because we're supposed to take care of our own.

To you, Kathy and your hubby, thank you very much. We made it home.

Jimmy Ray and Laura Lee
Zebulon, North Carolina

Yeah, we're supposed to help each other, that's what brotherhood is about. We're also not supposed to snivel.

An Avid Reader Speaks

I'm an avid reader of your righteous rag and have been for 18 years. I've heard the biker term "raisin pie" forever. Well, let it be known that I just put down your February 2000 issue to write this letter and inform you that of all the issues of your rag I've read and reread, I know now what raisin pie is.

On page 43 of the February issue there is a beaver with braided blond hair, wearing a blue and green bikini. She's what I consider raisin pie! I am in love.

Billy Paul, Sr.
Dilley, Texas

Raisin pie is raisin pie ... always has been, always will be.

Give Credit Where Due

I just went to a cycle shop where they had everything I needed. MDO Cycles in Rockville, Maryland, is now my shop of choice; their experience and knowledge are excellent. I hate ordering over the Internet because I can't see what I'm buying. Please spread the word—these people are the ones to deal with.

Gregg Hunter
Beltsville, Maryland

Ridin' Vets Reply

This is a reply to Mr. Wemp's letter in your June issue regarding the US Military Vets Motorcycle Club, which is a stand-alone club affiliated with no other club. Our members are veterans of the United States Armed Forces. We are not a 1%er MC club, nor are we a group of "enthusiasts." Make no mistake about it: We ride hard. We are a motorcycle club comprised of vets.

Being a veteran doesn't entitle anyone membership in our club. In addition to some requirements, prospective members prospect and probate for membership. We decide who joins. For information contact us on-line at: http://chapter6usmvmc.homestead.com.

Monk
Chapter 6, Florida

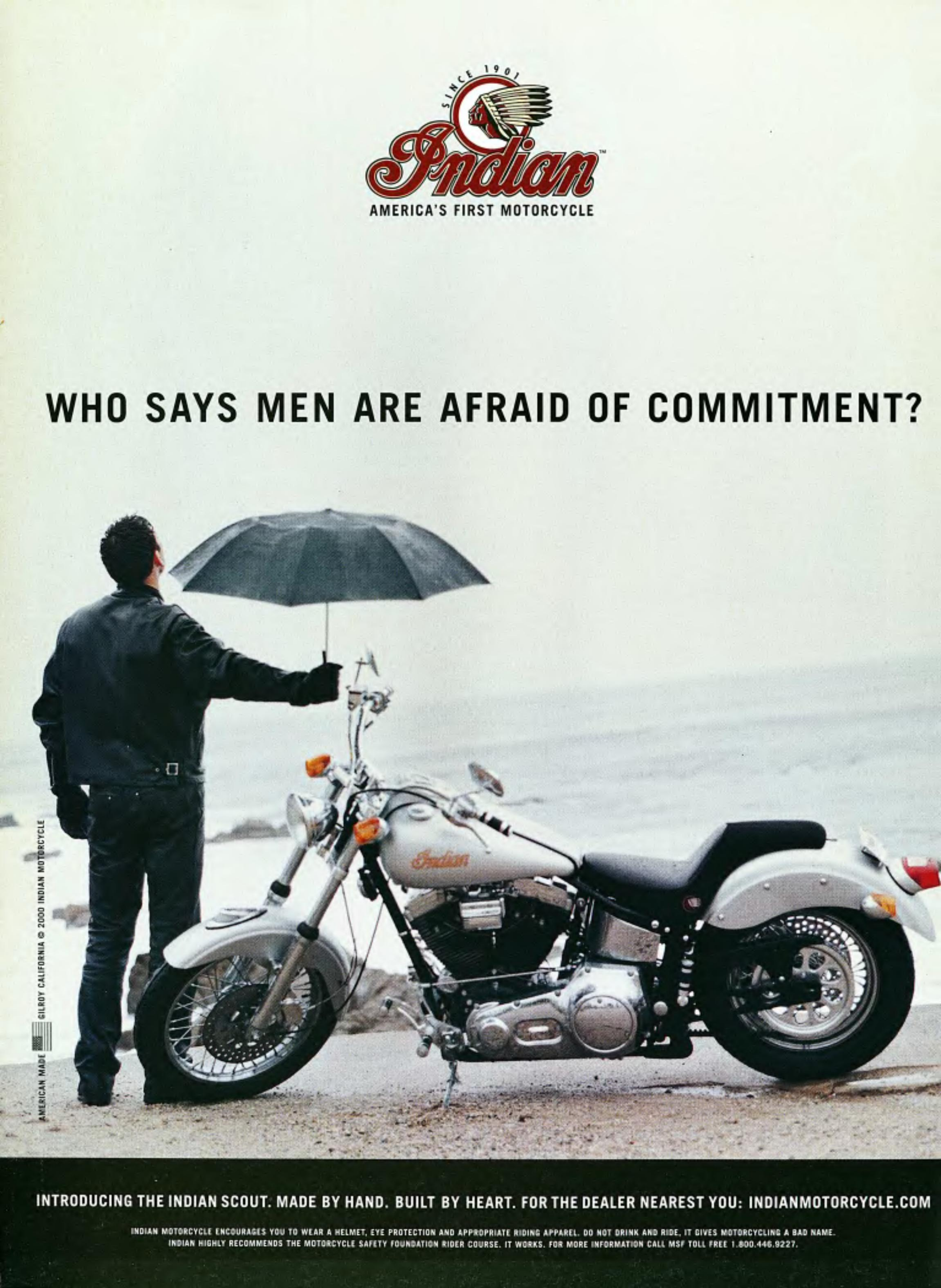
A Correction for Tripper

Regarding the article "Stuff You Need to Know About Myrtle Beach" in the May issue (page 53), it's a good article, but there's something you need to know. We are *not* Tar Heels. We are Sandlappers in South Carolina.

I will thank you for a correction.

Bud Byrd
Hartsville, South Carolina

Consider it done.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The Carolina Express

TICKETS TO RIDE ARE JUST A CLICK AWAY...

Carolina H-D's Click Baldwin lives for building custom rides like the one you're droolin' over now. Click is the engineer aboard this Carolina Express (as the bike's called), and his crew keeps chuggin' along and churnin' out fine rigid runners that ride like they're on rails.

Situated in NASCAR country, Click and his wife, Diane, often rub elbows with NASCAR drivers, riding with Kyle Petty's cross-country charity run, and have built bikes for many top drivers. To keep this custom bike buildin' train on track, Click and master bike builder Jim Bortles (also of Carolina H-D) make a pretty potent dynamic duo! The men have produced some spectacular bikes that make use of the technology available to world-class NASCAR race teams.

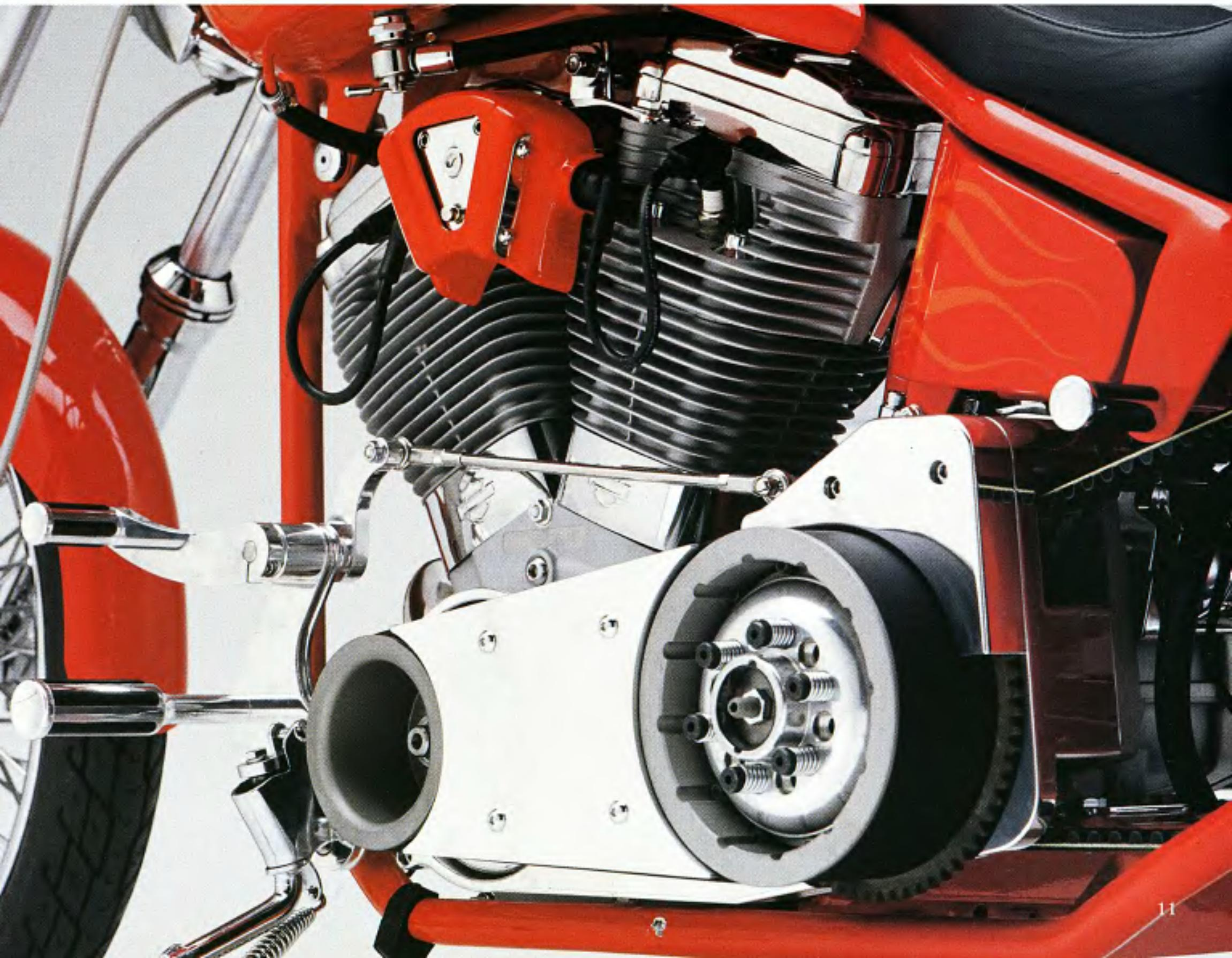
The Carolina crew's ace motor man, Mike Kelly, does amazing things with stock parts and an H-D crate motor, coupled with an S&S cam and Screamin' Eagle carb. The strong thunder for this runaway train is supplied by Samson Exhaust. A chopper this slick just had to be fire engine red with some kickass flames. Yeowzah!

Interestingly, this caboose would've never left the station on time for the Easyriders Bike Show in Charlotte had it not been for a certain "high-octane fuel." Ya see, the whole project was almost derailed during the Christmas of '99 when nearly everyone working on this scooter was down with a nasty case of the flu. The last few parts Jim needed to finish the ride were trickling in at a snail's pace, and the guys at the paint shop were introducing him to a little-known folk remedy involving some fine Southern watermelon moonshine.

Guess the 'shine got this loco-motivated and back on track. The finished combination of classic chopper looks with genuine Harley parts makes for a train of thought that should be ridden daily. Want one for your own? Get a ticket to ride from Click and the gang at Carolina Harley-Davidson: (704) 867-2855.

You can bet you'll see more from this talented team right here in the pages of *Easyriders*. As for the Carolina Express ... well, we think Aerosmith said it best: "... train keeps a rollin' all night long."

—Cheese Man



Customized By
Carolina
Harley Davidson

Owner: ....Click Baldwin
City: ....Gastonia, North Carolina

General
Fabrication: ....Jim Bortles, Carolina H-D (CHD)
Model: ....Carolina Express
Assembly: ....Jim Bortles, CHD
Chroming: ....Brown's

Engine
Year/model: ....2000 Evo
Rebuilder: ....Mike Kelly CHD
Ignition: ....Crane
Displacement: ....80 cubic inches
Lower end: ....factory
Pistons: ....H-D
Cases: ....stock
Heads: ....CHD
Cam: ....S&S 502
Lifters: ....H-D
Carb(s): ....Screamin' Eagle
Air cleaner: ....Screamin' Eagle
Pipes: ....Samson

Transmission
Year: 2000
Modifications: ....none

Paint
Molding: ....Buffalo/C&H paint
Painter: ...."Painter"/C&H paint
Color/type: ....fire red/PPG
Special paint: ....orange/yellow flames

Frame
Year: 1999
Type: ....rigid
Builder: ....Paughco
Modifications: ....41-degree rake

Accessories
Bars: ....Ness 8-inch pullback
Risers: ....Arlen Ness
Fenders: ....CHD
Headlight: ....H-D
Taillight: ....Hi-Tech
Speedo: ....Drag Specialties
Pegs: ....Excel
Foot controls: ....Excel
Electrics: ....CHD
Foot controls: ....Excel
Gas tank: CCI
Oil tank: ....Paughco
Oil system: ....H-D
Seat: ....High End
Mirrors: ....Paul Yaffee
Grips: ....H-D

Forks
Type: ....wide glide
Builder: CCI

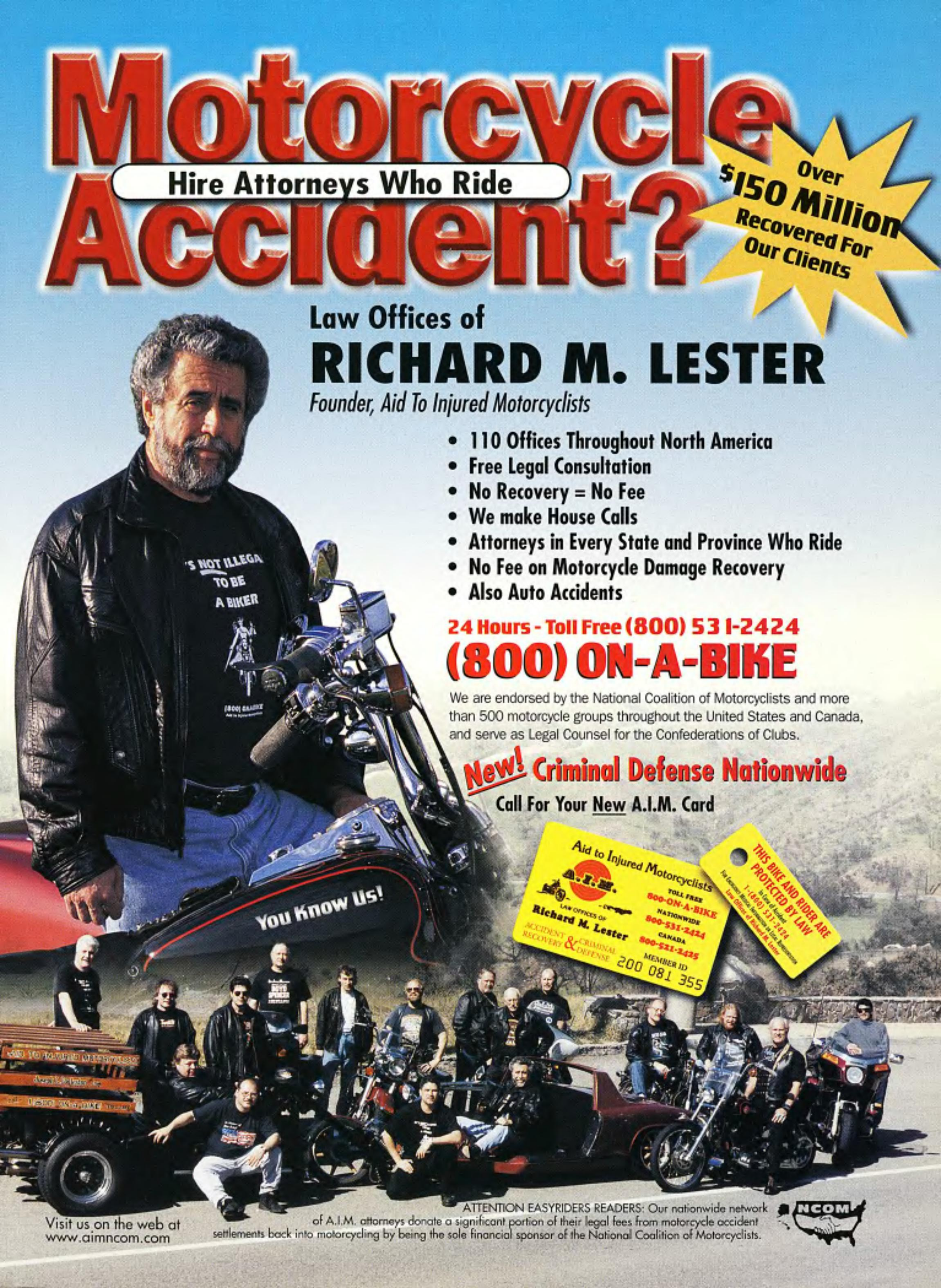
Wheels

Front
Type: ....American Wire Wheel
Size: 21-inch
Tire: ....Avon 90/90
Brake: ....RevTech

Rear
Type: ....American Wire Wheel
Size: 16-inch
Tire: ....Avon 180
Brake: ....RevTech

Photos: ....Michael Lichter

"I don't care if it is one of your finest works. You cannot copyright my back!"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NCOM

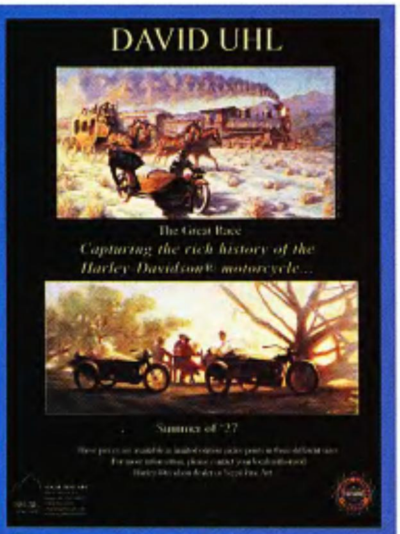
PartsBox

PUT 'EM IN THE WEEDS

Nothin' looks cooler than a slammed scoot. Put your new Twin Cam Softail right down in the weeds with White Bros.' fully adjustable lowering kits for 2000 Softails. Once installed, ride height can be adjusted to go as low as you want, and can be raised up to 1/2-inch above standard ride height. Kits are available in show chrome or CAD finish. Available at your local White Bros. dealer or call (714) 692-3404.

EUROPEAN STYLE STUFF

Mike McAllister of McAllister Motorcycles makes some wild stuff for his new M200 line of motorcycles. Check out these integrated turn signals and switch controls that follow in the spirit of European design. The turnsignal/switch controls are completely manufactured in-house. Call (612) 785-9119 or visit their Web site at: www.mcpecialtiesinc.com.



THE GREAT RACE

Artist David Uhl captures the romance and adventure of early riders on Harley-Davidson motorcycles in this amazing work entitled *The Great Race*. Limited-edition prints of this and other paintings by Mr. Uhl are officially licensed Harley products, available in three different sizes at your local Harley-Davidson dealer or through Segal Fine Art. Call (800) 999-1297 for info or check 'em out online: www.segalfineart.com.

A FINE VINTAGE

Performance Machine's new Vintage wheel combines the '60s hot rod look with the latest technology. The classic five-spoke design begins as one massive piece of forged billet aluminum, which is meticulously milled and polished to perfection by the magic gnomes at P.M. Pattern-matched Vintage disc, pulley, and sprocket are all available to complete the look. Polished or chrome-plated wheels come in a variety of sizes to fit your sled. Call (714) 523-3000 or check out P.M.'s Web site at www.performance-machine.com

RIDE FAT

No, you don't have to pack your mother-in-law to ride fat, now all you have to do is put a pair of these purdy B&T Fat Ride air shocks on your bike. They provide a soft, adjustable ride while adding a touch of style. Spherical bearings in the shock ends mean long life and enhanced control and YES, these pups are air adjustable to compensate for your mother-in-law on the back. For info call B&T at (520) 505-2501, www.btmfg.com.

THE DRAGON-MASTER'S DAGGER

By World-Renowned Fantasy Artist Greg Hildebrandt.

Accents of Sterling Silver and 24 Karat Gold. Hand-Set With Black Onyx, Carnelian And A Dazzling Crystal.

THE MIGHTY DRAGON. Seemingly invincible, it fears one weapon. For one touch of this enchanted blade would destroy him forever. Now, to recapture the fiery battles of Dragons against mortals, famed fantasy artist Greg Hildebrandt has created *The Dragon-Master's Dagger*.

Atop the hilt, two Dragons, lavished with *sterling silver* and fitted with carnelian eyes, set on either side of a castle turret. The turret, accented with silver and *24 karat gold*, is crowned with a magnificent faceted crystal. Beneath the Dragons' feet are two talismans embellished with *24 karat gold*, one hand-set with real black onyx and carnelian; the second is embellished with accents of 24 karat gold and onyx. The hand guard itself depicts two Dragons breathing scarlet flames, their heads aglow with the fire of 24 karat gold accents and fine hand-painted enamels.

Issued in an edition forever limited to just 95 casting days, this unique work is just $195, payable in convenient monthly installments.

SATISFACTION GUARANTEED. If you wish to return any Franklin Mint purchase, you may do so within 30 days of your receipt of that purchase for replacement, credit or refund.

This magnificent wall display, provided at no additional charge. Knife shown smaller than actual size of 16" (40.64 cm) long.

WORLDWIDE LIMITED EDITION

Please mail by September 30, 2000.

The Franklin Mint
Franklin Center, PA 19091-0001

Please enter my order for The Dragon-Master's Dagger by Greg Hildebrandt.

I need SEND NO MONEY NOW. I will be billed in 5 equal monthly installments of $39.* each, with the first payment due prior to shipment. Limit: one knife per collector. *Plus my state sales tax and a one-time charge of $4.95 for shipping and handling.

SIGNATURE ______________________
ALL ORDERS ARE SUBJECT TO ACCEPTANCE.

MR/MRS/MISS ______________________
PLEASE PRINT CLEARLY.

ADDRESS ______________________ APT. # ________

CITY/STATE ______________________ ZIP ________

TELEPHONE # (______) ______________________

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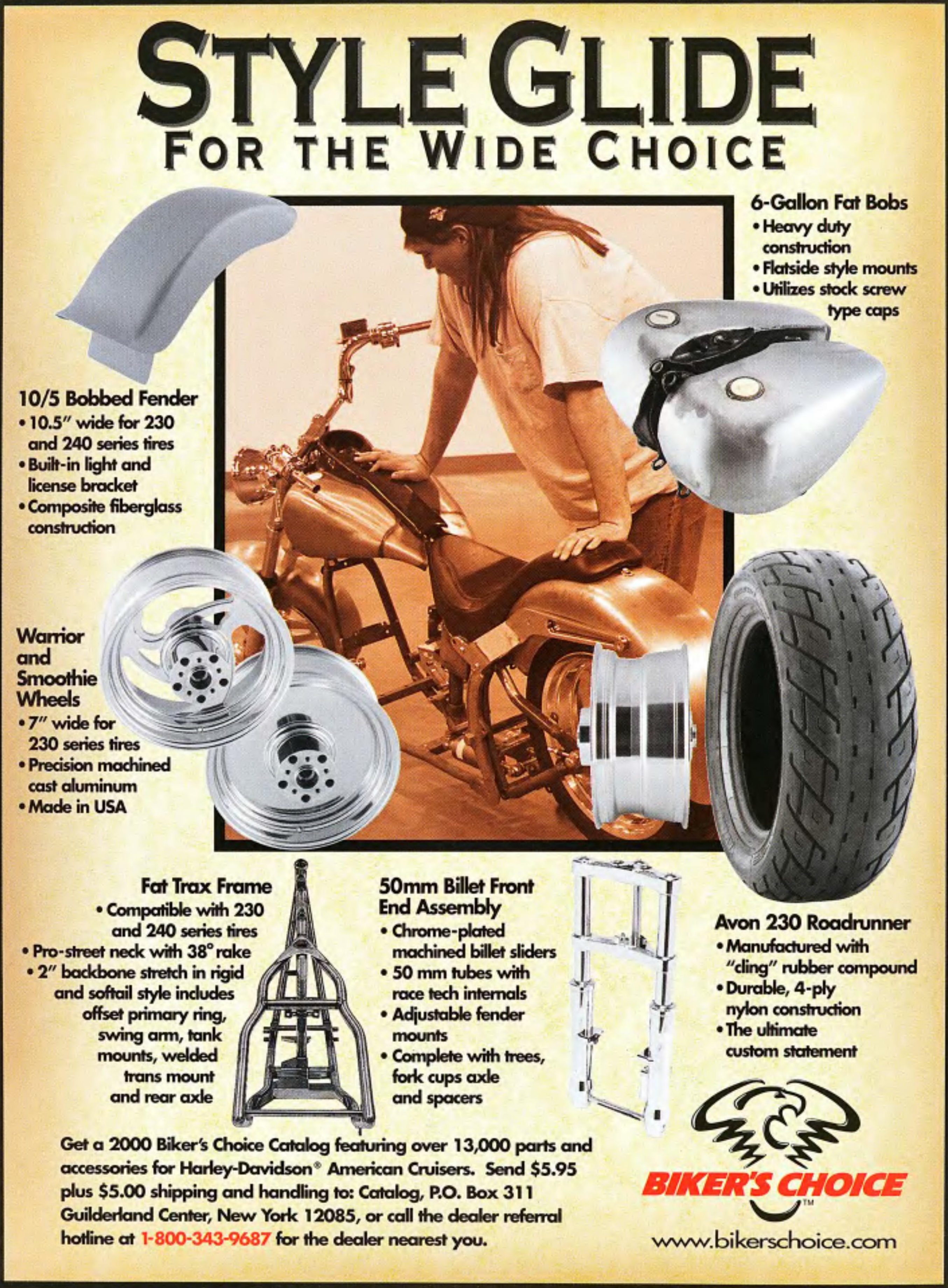
THE FRANKLIN MINT
www.franklinmint.com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• 2" backbone stretch in rigid and softail style includes offset primary ring, swing arm, tank mounts, welded trans mount and rear axle
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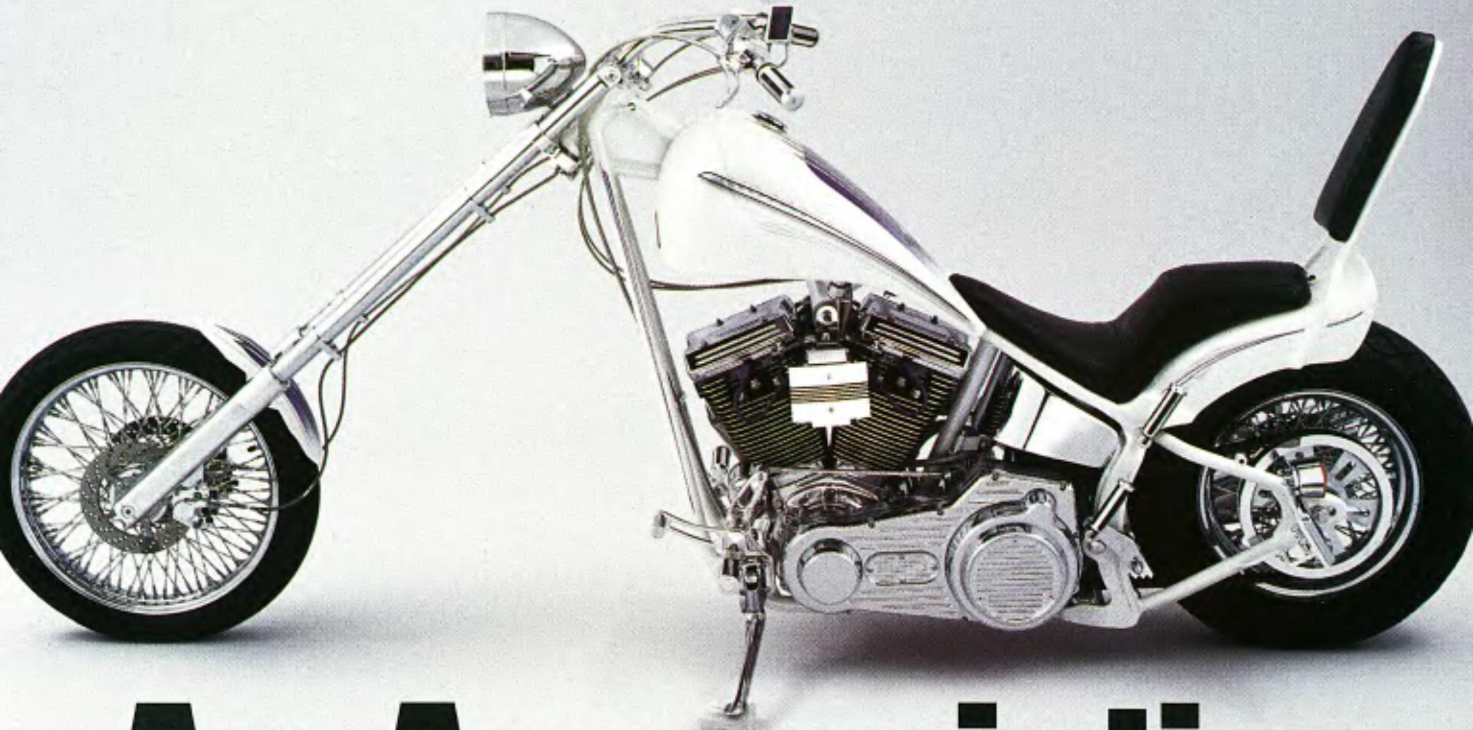


An Appreciation

SHOUTIN' OUT TO CALL OF THE WILD'S FOUNDER

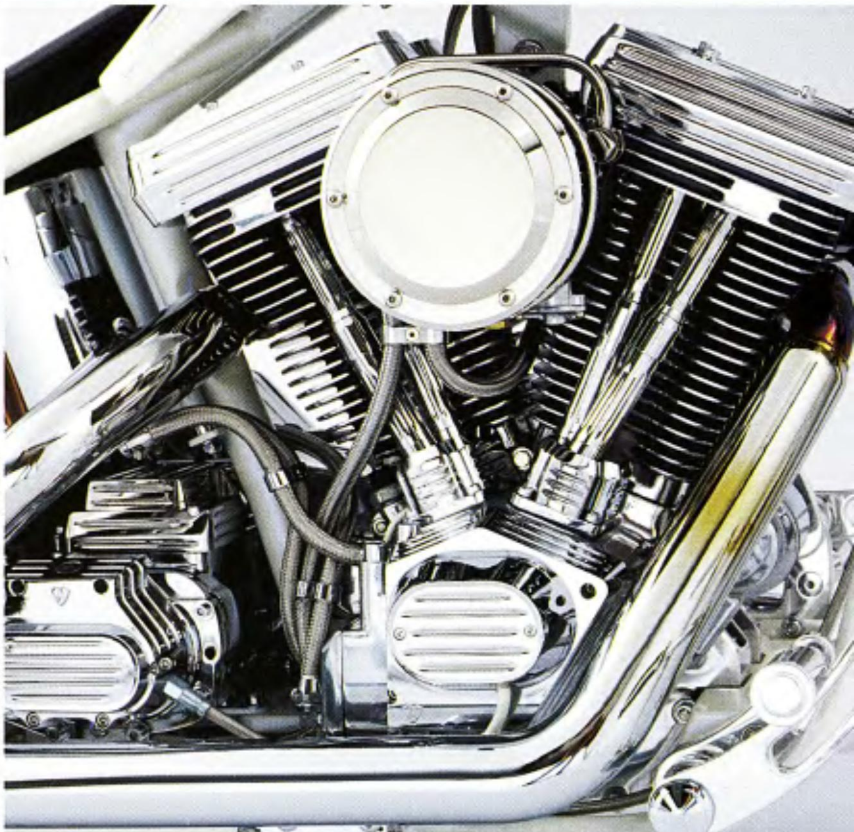
It's such a fragile eco system in this life we call motorcycling, from the inherent danger and simultaneous excitement of riding itself, to the establishments that treat and care for our sleds. These days, finding a good wrench is tougher than findin' a good wench ... someone you can depend on to take care of business and provide the loving care your baby needs.

We found one such shop from the Land of Lincoln back in 1995, Call of the Wild, founded and owned by DeWayne Adamson. DeWayne's desire and goal was to build ground-up customs on the premises, provide unparalleled customer service, take an active role in the community (in his case, Mundelein, Illinois), and participate in biker-oriented functions.

He accomplished all of this—mostly because DeWayne surrounded himself with a hard-working, dedicated crew, bolstered by shop manager Larry Anderson, lead mechanic Greg Stephan, and his son, Bart. We first got the opportunity to meet DeWayne and his crew at the 1996 Easyriders Bike Show at Chicago's Navy Pier. Call of the Wild had a baker's dozen of custom bikes entered, and, as is sometimes the case, we screwed up on the names. So even though many of their scoots earned awards, ultimately COTW was not mentioned. It was a touchy situation, but being a classy, understanding man, DeWayne was able to see how the owners themselves caused the confusion, and we made peace. This lead to an *In The Wind* magazine photo shoot in downtown Chicago using a Call of the Wild bike. It wasn't bribery; it was doing the right thing. They'd give ya an arm if ya needed it and not even ask for a stump in return. And in the case of that shoot, we needed it.

All of this is would be so much easier if this story would just segue into a what-are-they-up-to-now profile. You know, success begets success, world domination, and all that. Unfortunately, when we began making calls to notify DeWayne of his shining, bike feature moment, all numbers leading to Call of the Wild were disconnected. One rumor had him riding with the Big Biker In The Sky, another had him puttin' in the Valley of the Sun in Phoenix. All led to dead ends. So this feature will have to suffice as a tribute to a man and his dream, his ride and his talent, and his determination and dedication. Only wish we coulda told him ourselves.

—*Loudmouth*



Owner(s): ......DeWayne Adamson, Call Of The Wild
City: ....Mundelein, Illinois

General

Fabrication:...........Call Of The Wild
Year/make: ....1996 Ellis
Model: ....Chopper
Assembly: ....Shawn/Call Of The Wild
Chroming: ....Brown's Plating

Engine

Year/model: ....1996 S&S
Rebuilder:...................Kirby Apathy
Ignition:..........................Crane Hi-4
Displacement: ....96 cubic inches
Lower end:..............................S&S
Balancing: ....Kirby/Call Of The Wild
Pistons:...................................S&S
Cases:......................................S&S
Heads: ..S&S, ported and polished
Cam: ....Headquarters, .600 lift
Lifters: ....Harley-Davidson
Carb(s): ....S&S
Air cleaner: ....Drag Specialties
Pipes: ....Samson Porkers
Modifications: ....primary spacer to accommodate belt drive

Transmission

Year:..1996
Modifications: ....Andrews gears, 5-speed, Belt Drives Limited

Paint

Molding: ....MNK custom
Painter: ....MNK custom
Color/type: ....white pearl/ House of Kolor
Special paint: ....silver leaf

Frame

Year/type: ....1996 Softail
Builder:.....................Pro-One, Ellis
Modifications:........43-degree rake, 10-inch stretch

Accessories

Bars: ....handmade
Fenders: ....strutless
Headlight:.....................Headwinds
Taillight: ....welded to swingarm
Speedo: ....digital in mirror
Pegs: ..Ness (front), JayBrake (rear)
Electrics: ....hidden
Gas tank: ....stretched
Oil tank: CCI
Primary cover:........................Ness
Seat: ....Advanced Design
Sissybar: ....integrated to frame
Mirrors:......custom, Call Of The Wild
Grips: ....Ness

Forks

Type: ....Tolle
Builder:...........................Kennedys
Modifications: ....20 over

Wheels

Front

Type: 80-spoke
Size: 19-inch
Tire:...Avon
Brake:..ISR

Rear

Type: 80-spoke
Size: 15-inch
Tire:...........................Metzler 200
Brake:..ISR

Photos: ....Chuck Emery

What do bikers have between their legs that get bigger every time you stroke 'em?

Cylinders.

Big D
Funtown

Happenings

ALABAMA
ABATE of Alabama
Info: (205) 820-9265

Bike-O-Rama Show/Rally
Date: Aug. 19-20
Place: Live Oak Landing, near Stockton
Info: (334) 937-7784

ALASKA
ABATE:
Anchorage Chapter
Info: (907) 566-3332
Kenai Peninsula Chapter
Info: (907) 776-8148
Tanana Valley Chapter
Info: (907) 457-3246

ARIZONA
ABATE of Arizona
Info: (602) 678-4012

MMA of Arizona
Info: (602) 788-8873

ARKANSAS
ABATE of Arkansas
Info: (501) 888-5893

CALIFORNIA
ABATE of California
Info: (805) 641-2334

MMA of California
Info: (916) 442-4387

ABATE Locals 2, 3, 13/ Vietnam Vets MC Toys for Tots Run
Date: Aug. 20
Place: Ventura
Info: (805) 658-7115

Vietnam Vets MC Run
Date: Aug. 26
Info: (408) 262-8612

COLORADO
ABATE of Colorado
Info: (303) 659-6374

Four Corners Iron Horse Rally
Date: Sept. 1-4
Place: Durango
Info: (970) 247-0312

CONNECTICUT
Connecticut Motorcycle Riders Association
Info: (860) 588-6666

DELAWARE
ABATE of Delaware
Info: (302) 834-5793

FLORIDA
ABATE of Florida
Info: (407) 668-5006

GEORGIA
ABATE of Georgia
Info: (404) 294-8900

Dist. 1 All-County Ride
Date: Aug. 19-20
Info: (404) 294-8900

Dist. 8 Poker Run
Date: Aug. 19
Info: (404) 294-8900

Dist. 12 Poker Run
Date: Aug. 19
Info: (404) 294-8900

Dist. 10 Alf Memorial
Date: Aug. 19
Info: (404) 294-8900

ABATE Freedom of Choice Ride
Date: Aug. 26-27
Info: (404) 294-8900

HAWAII
Street Bikers United
Info: (808) 842-5530

IDAHO
ABATE of Idaho
Info: (208) 345-6231

Idaho Coalition for Motorcycle Safety
Info: (208) 345-6231

ILLINOIS
ABATE of Illinois
Info: (309) 343-6588

INDIANA
ABATE of Indiana
Info: (317) 422-8040

Reg. 4 ABATE MDA Ride
Date: Aug. 20
Info: (317) 422-8040

Reg. 11 ABATE MDA Run
Date: Aug. 20
Info: (317) 422-8040

Reg. 2 ABATE MDA Ride
Date: Aug. 26
Info: (317) 422-8040

Reg. 3 ABATE MDA Ride
Date: Aug. 26-27
Info: (317) 422-8040

Reg. 5 ABATE MDA Ride
Date: Aug. 26
Info: (317) 422-8040

Crawford Co. ABATE Hog Roast/Poker Run
Date: Aug. 26
Info: (317) 422-8040

Knox Co. ABATE Wabash Bash
Date: Aug. 26-27
Info: (317) 422-8040

Reg. 6 MDA Poker Run
Date: Aug. 27
Info: (317) 422-8040

Reg. 8 ABATE MDA Ride
Date: Aug. 27
Info: (317) 422-8040

Reg. 9 ABATE MDA Ride
Date: Aug. 27
Info: (317) 422-8040

IOWA
ABATE of Iowa
Info: (515) 858-5001

Half-Mile Flattrack Race
Date: Sept. 1
Place: Mississippi Valley Fairgrounds, Davenport
Info: (319) 462-6011

Hillclimb/Swap Meet
Date: Sept. 10
Place: Anamosa
Info: (319) 462-6011

KANSAS
ABATE of Kansas
Info: (913) 597-5140

KENTUCKY
Kentucky Motorcyclists Association
Info: (800) 68-CYCLE

LOUISIANA
ABATE of Louisiana
Info: (800) 393-5966

MAINE
United Bikers of Maine
Info: (207) 884-6284

MARYLAND
ABATE of Maryland
Info: (410) 263-9185

AMA Flattrack Championship
Date: Aug. 19
Place: Hagerstown
Info: (301) 582-0640

MASSACHUSETTS
MMA of Massachusetts
Info: (800) 432-1662

MICHIGAN
ABATE of Michigan
Info: (734) 326-5897

Easyriders Rodeo
Date: Aug. 18-20
Place: Fowlerville
Info: (800) 962-9857
www.easyriders.com

MINNESOTA
ABATE of Minnesota
Info: (800) 224-6570

Minnesota Motorcycle Riders Association
Info: (612) 541-1704

ABATE Toy Run
Date: Aug. 15
Place: Rochester H-D
Info: (507) 285-5443

MISSISSIPPI
ABATE of Mississippi
Info: (601) 825-4646

MISSOURI
Freedom of Road Riders
Info: (800) 309-RIDE

Flattrack Championship
Date: Aug. 26
Place: Sedalia
Info: (660) 826-2925

MONTANA
ABATE of Montana
Info: (406) 434-2473

NEBRASKA
ABATE of Nebraska
Info: (402) 489-0651

NEVADA
ABATE of Nevada
Info: (702) 753-8825

Nevada Association of Concerned Motorcyclists
Info: (702) 870-6121

Angel Lake Poker Run
Date: Aug. 26-27
Place: Wells
Info: (775) 738-6675
harleyhd50@hotmail.com

NEW HAMPSHIRE
N.H. Motorcyclists Rights Organization
Info: (603) 627-3528

Toys for Tots
Date: Sept. 17
Info: (800) 94NHMRO
nhmronews@juno.com

NEW JERSEY
United ABATE of N.J.
Info: (732) 549-1990

AHDRA NJ Nationals
Date: Aug. 20
Place: Englishtown
Info: (336) 924-2095
www.ahdra.com

NEW MEXICO
ABATE of New Mexico
Info: (505) 585-9789

NEW YORK
ABATE of New York
Info: (607) 387-3433

Super Sunday Swap Meet
Date: Aug. 26-27
Place: Orange County Fairgrounds, Middletown
Info: (860) 355-9771

NORTH CAROLINA
Concerned Bikers Assn.
Info: (910) 866-5434

NORTH DAKOTA
ABATE of North Dakota
Info: (701) 223-5609

Angel Tree Rally & Run
Date: Aug. 26-27
Place: to Belmont Park
Info: (701) 642-6041

OHIO
ABATE of Ohio
Info: (800) 252-4537

Horrible Hog Saloon Sturgis Road Dog Rally
Date: Aug. 7-11
Place: 1386-mile poker run from Columbia Station to Sturgis
Info: (440) 236-8323

Reg. 5 Wooley Eagle Party
Date: Aug. 18-20
Info: (513) 934-3896

Easyriders Rodeo
Date: Sept. 1-4
Place: Ross County Fairgrounds, Chillicothe
Info: (800) 962-9857
www.easyriders.com

OKLAHOMA
ABATE of Oklahoma
Info: (918) 836-9559

OREGON
ABATE of Oregon
Info: (503) 285-4329

Portland ABATE Chapters Summer Run
Date: Aug. 18-20
Info: (503) 760-9015

Chiloquin Bike Rally
Date: Sept. 1-3
Info: (503) 285-4329

PENNSYLVANIA
ABATE of Pennsylvania
Info: (717) 234-3777

Toys for Tots Tornado Run
Date: Aug. 13
Place: Scranton
Info: (570) 342-7499

Vietnam Vets MC Campout Party
Date: Aug. 18-20
Place: Reed's Gap
Info: (610) 461-4513

RHODE ISLAND
R.I. Motorcycle Assn.
Info: (401) 722-1122

Bikers Rights Rally
Date: Sept. 9-10
Info: (4010 722-1122

SOUTH CAROLINA
ABATE of South Carolina
Info: (803) 283-0819

SOUTH DAKOTA
ABATE of South Dakota
Info: (605) 347-4009

Sturgis Rally & Races
Date: Aug. 7-13
Info: (605) 347-4595
sturgisrallyandraces.com

ADBA Sturgis Nitro
Date: Aug. 7-11
Info: (615) 789-3202

Flattrack Championship
Date: Aug. 9
Place: Black Hills Speedway, Rapid City
Info: (817) 596-3352

TENNESSEE
CMT/ABATE of Tenn.
Info: (615) 883-5024

Summer Points Rodeo
Date: August 19-20
Info: (615) 907-0304

CMT/ABATE Smokey Mountain Benefit
Date: August 20
Info: (615) 907-0304

Dickson/Humphrey Rodeo
Date: August 26
Info: (615) 907-0304

TEXAS
Texas ABATE Confederation
Info: www.bdeweb.com/abate/

TMRA II
Info: (512) 459-6777

ADBA Nitro Challenge
Date: Sept. 16-17
Place: San Antonio
Info: (615) 789-3202

UTAH
ABATE of Utah
Info: (801) 627-1117

Caesar's Devil's Slide Ride
Date: Aug. 27
Info: (8010 255-4466

Barbary Coast's Blue Moon Run
Date: Sept. 2-4
Info: (801) 266-0546

VERMONT
Freedom of the Road Riders
Info: (802) 325-3507

FORR Toy Run
Date: Aug. 19-20
Info: Dori (802) 235-9249

VIRGINIA
ABATE of Virginia
Info: (804) 846-8810

WASHINGTON
ABATE of Washington
Info: (425) 643-9675

Olympia Chapter Brass Ass Run—500 miles
Date: Aug. 19
Info: (425) 643-9675

SW Chapter Mountain Jam
Date: Aug. 25-27
Info: (425) 643-9675

Freedom Poker Run
Date: Aug. 26
Info: (425) 643-9675

Sagebrush Showdown
Date: Sept. 2-4
Info: (425) 643-9675

WASHINGTON, D.C.
ABATE of D.C.
Info: (202) 546-0953

WEST VIRGINIA
ABATE of West Virginia
Info: (304) 547-5495

WISCONSIN
ABATE of Wisconsin
Info: (715) 284-7415

Jim Thompson Memorial/Nisqually River Dart Run
Date: Sept. 9
Place: Nisqually Pub
Info: (360) 458-2247

WYOMING
Wyoming Association of Concerned Motorcyclists
Info: (307) 235-1324

ABATE of Wyoming
Info: (307) 266-6522

Wyoming Coalition of Bikers
Info: (307) 687-0459

NATIONAL
American Motorcyclists Association (AMA)
Info: (614) 891-2425
www.ama-cycle.org

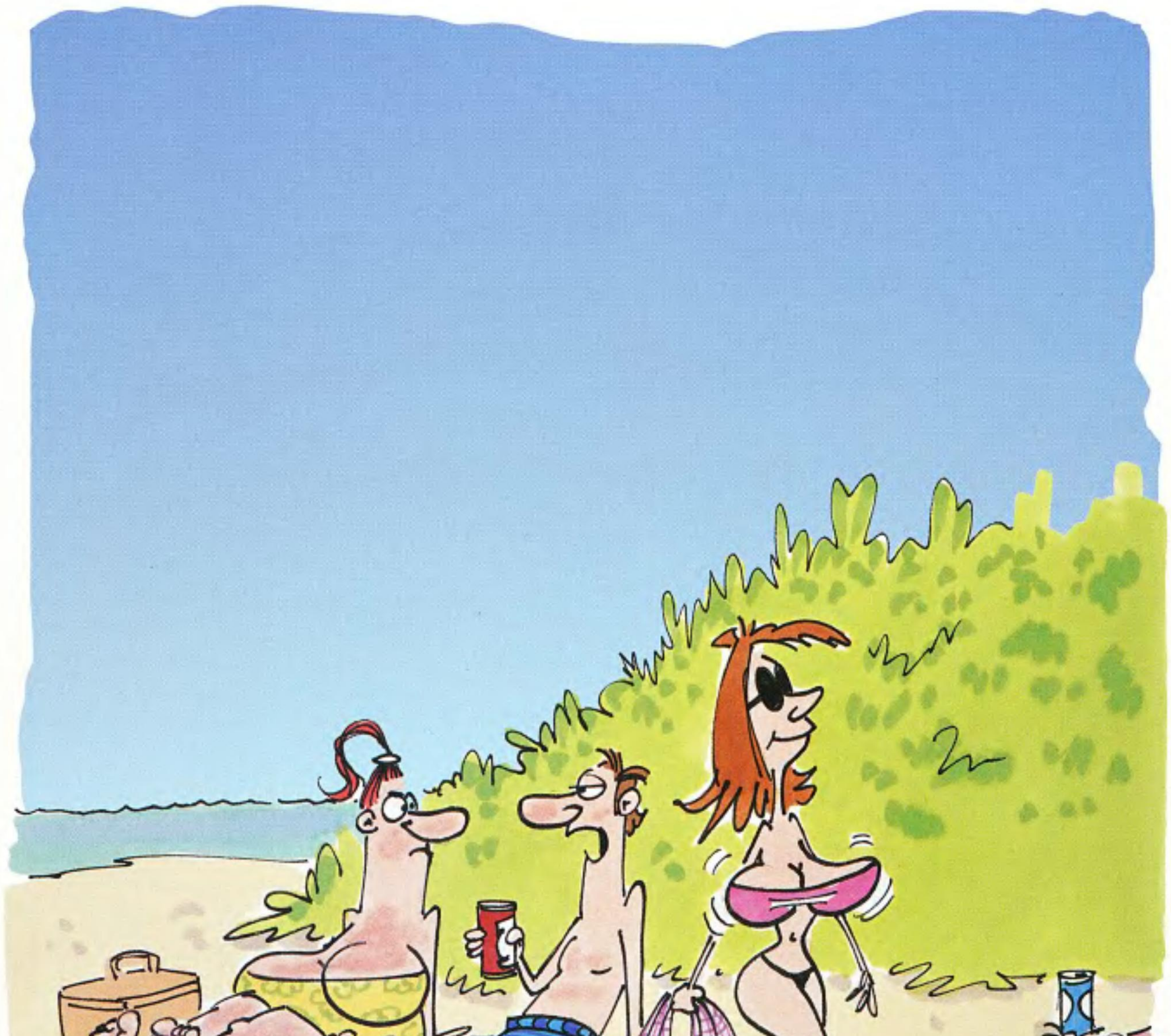
Motorcycle Riders Foundation (MRF)
Info: (202) 456-0983
www.mrf.com

National Coalition of Motorcyclists (NCOM)
Info: (800) 525-5355

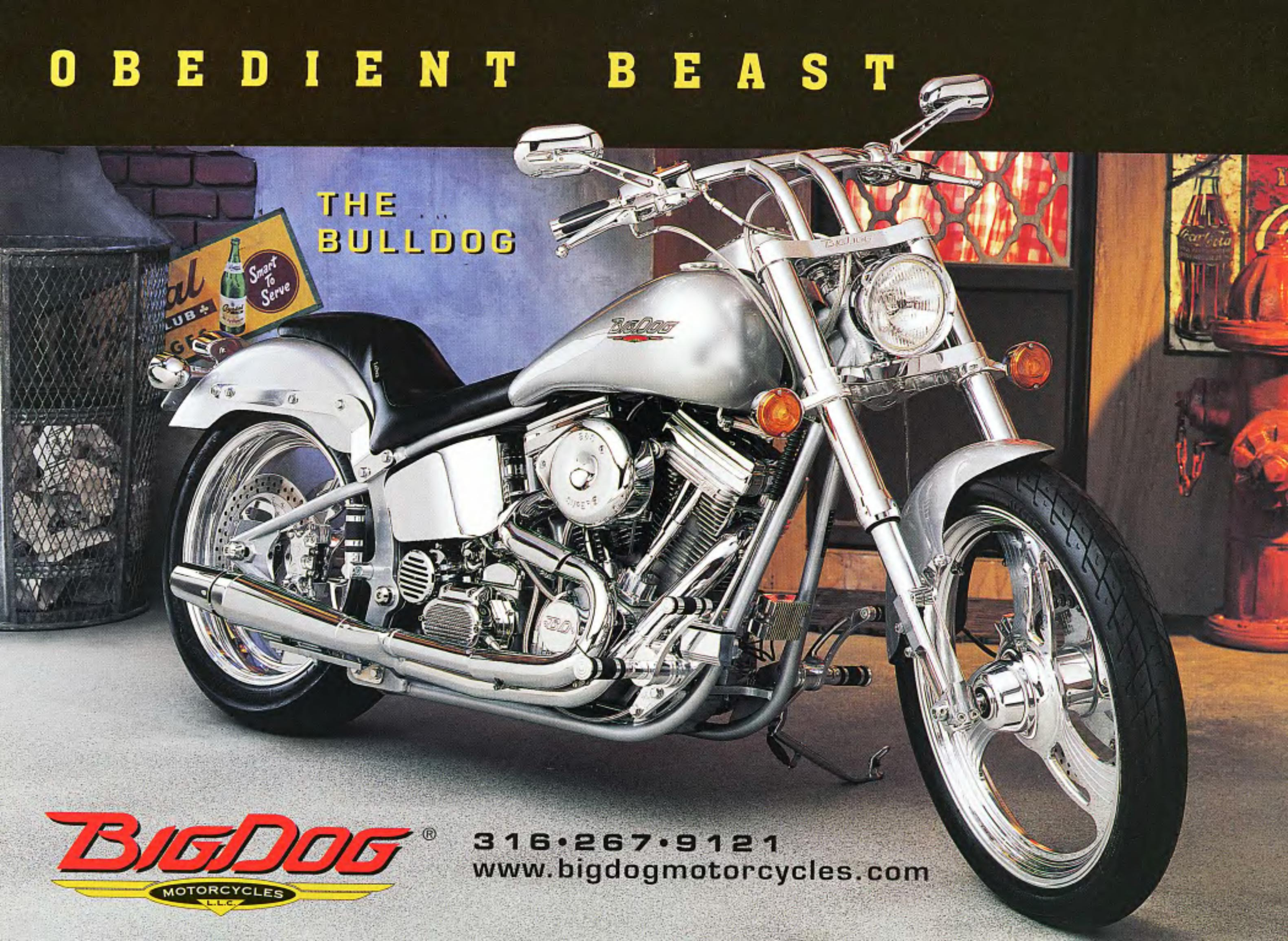
CANADA
British Columbia Coalition of Motorcyclists
Info: (604) 580-0111

EUROPE
Federation of European Motorcyclists (FEM)
Info: 011 32 2 736 9047

To have your event listed, get the info to us at least 3 months in advance. We're as accurate as possible, but dates can change after publication—so check with the sponsors first. What's Happenin', P.O. Box 3000, Agoura Hills, CA 91376-3000; fax: (818) 889-5214; www.easyriders.com



"Oh, sure, your boobs bounce like that—after they hit the floor!"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Easynews

If it's of interest to bikers, we'll print it.

headliner of the month

Ride, Captain Ride

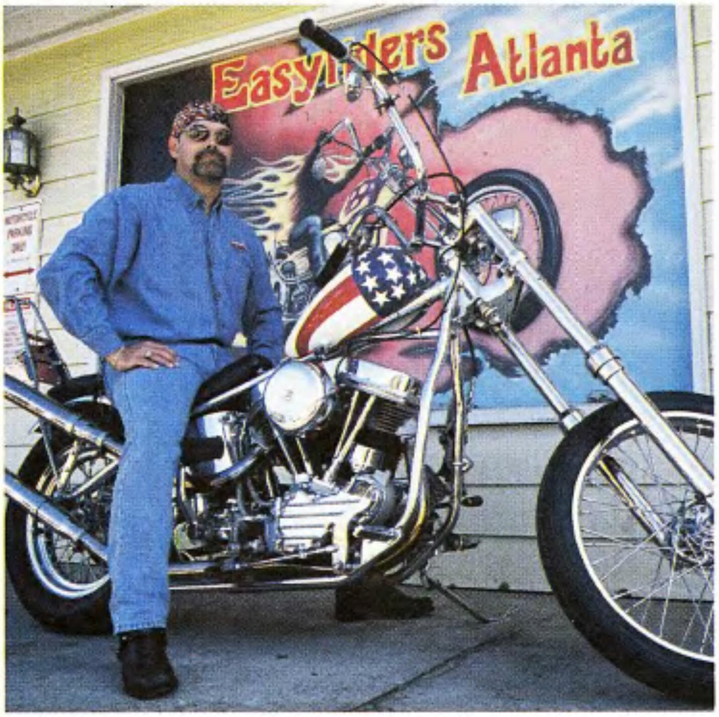


Photo: Larry Schultz

During Labor Day weekend last year, Mel Tilley of McDonough, Ga., and two friends drove 600 miles to Chillicothe, Ohio, to attend our Easyriders Grand National Motorcycle Rodeo. By trying your luck at our Ring Toss game, folks had a chance to win one of several special Easyriders Fender guitars, as well as a replica of the famous stars and stripes Captain America bike, similar to the one Peter Fonda rode in the film *Easy Rider*.

Two weeks later, our Rock 'N' Blues Festival was held in Charlotte, S.C, where the drawing was held to give away the guitars and the scooter. Mel got a phone call from announcer Bruce Henderson, who told him live from the event that he had won the Captain America bike. Mr Tilley told us that he had goose bumps for a solid week. Mel has already won several local bike shows with his *Easy Rider* replica. Congratulations from your friends at Easyriders, Mel. Ride easy.

legal-ese

Judge Rules for City in Sturgis Trademark Fight

$TURGI$ Rally and Rip-Off Update

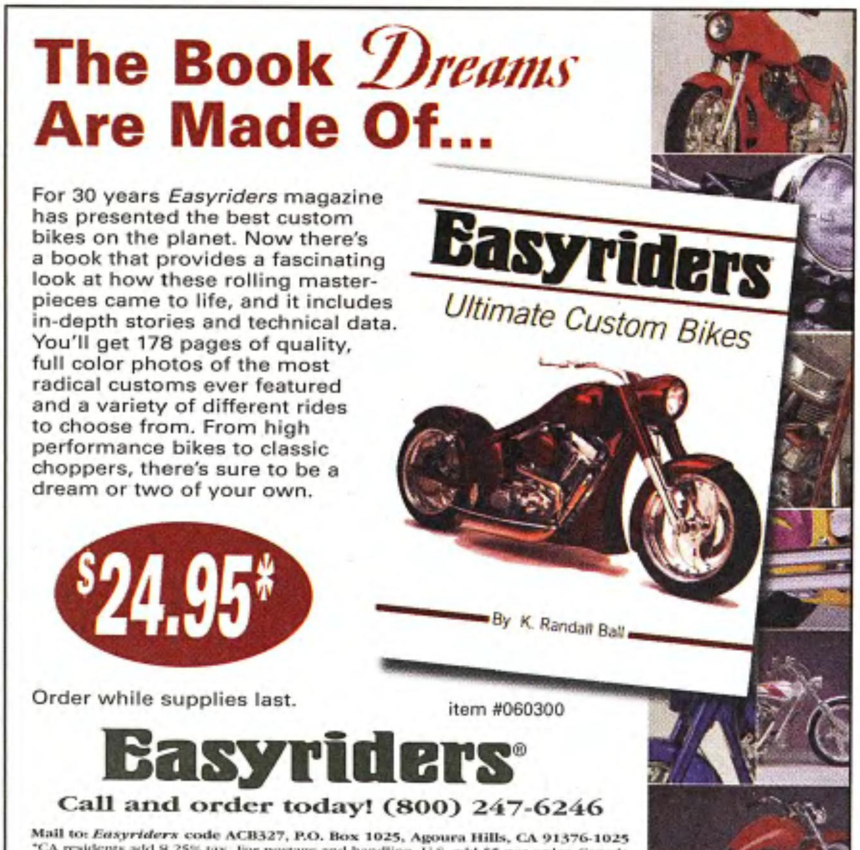
The City of Sturgis, South Dakota, and its co-plaintiff, the Sturgis Area Chamber of Commerce, have won a major battle in their attempt to trademark the names "Sturgis Rally & Races," "Black Hills Motor Classic," and "Black Hills Motorcycle Rally." A U.S. District Court judge has granted the city and Chamber a preliminary injunction against Sturgis Rally & Races, Inc., and Sturgis Bike Week, Inc., enjoining them from using those marks. The defendants had previously been partners with the city and Chamber in marketing the annual rally.

The full impact of the federal judge's decision, which was released as we were going to press, is yet to be determined, but included several surprises. Despite the facts that the city and Chamber did not found the event and that the rally spreads far beyond the city and into neighboring states, Judge Karen E. Schreier seemed impressed by the plaintiffs' argument that "nearly all people attending the rally" experience the "Main Street Happening." The city closes four to five blocks of Main Street for use only by motorcycle traffic during August's bike week.

The judge admitted that "in the usual trademark case, the court would initially complete an analysis to determine whether the plaintiffs' mark is arbitrary or fanciful, suggestive, descriptive, or generic and strong enough to merit trademark protection." That was not done in this case. Normally, geographical names are not trademark-able.

The injunction is less far-reaching than that requested by the plaintiffs, who were claiming a proprietary right to the terms "Sturgis" and "Black Hills" whenever they relate to the rally. The decision mentioned only the three marks listed above. Although the injunction appears to apply only to the defendants, preventing them from using various Sturgis marks in selling sponsorships or products for the rally, the plaintiff's lawyer had said previously that an injunction would have "precedential value." That is, it could be applied against other businesses that attempt to use the Sturgis name. The city has hopes of using its trademark clout to extract heavy licensing fees from vendors of T-shirts and other products sold at the rally. We'll keep you posted as developments unfold.

—D.T.

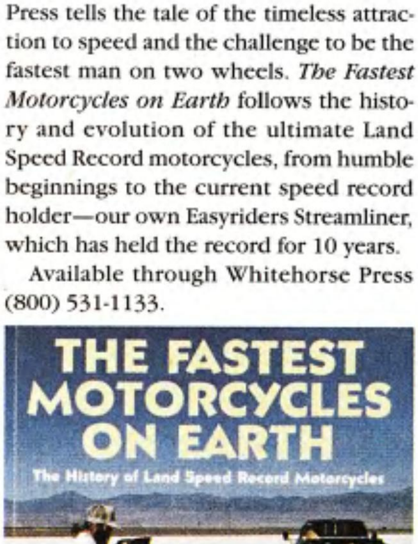


books

Fastest Bikes On Earth

How fast is fast and what does it take to be the fastest motorcyclist on earth? A new book by Whitehorse Press tells the tale of the timeless attraction to speed and the challenge to be the fastest man on two wheels. *The Fastest Motorcycles on Earth* follows the history and evolution of the ultimate Land Speed Record motorcycles, from humble beginnings to the current speed record holder—our own Easyriders Streamliner, which has held the record for 10 years.

Available through Whitehorse Press (800) 531-1133.



Dakota Legends

A Great Stop on Your Way to Sturgis

Back in '94, motorcyclist Harold Steele bought River Hills Ranch and built a biker-friendly bar called Dakota Legends, at the 10-mile corner on Highway 44, for riders to stop at on their way to the Sturgis Rally. The idea caught on and grew to include a huge clubhouse. Now the Dakota Legends MC hosts one hell of a party on Saturday, August 5. They also sponsor a "Blessing of the Bikes" on Sunday morning. Check out their Web site at www.dakotalegends.com or, better yet, stop in to see 'em. They're good folks.

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coast-to-coast

Biker News

FLORIDA SOON TO BE FREE!: Florida bikers are anxiously anticipating that Governor Jeb Bush will follow his brother George W's lead and sign the helmet law repeal bill that took years of hard work and political effort to put on his desk.

James "Doc" Reichenbach, president and lobbyist for ABATE of Florida spearheaded the repeal effort, which culminated in the Senate voting 35-1 to give final approval of the bill and send it to the governor to sign, veto, or let it go into law without his signature.

Texas Governor and Presidential hopeful George W. Bush Jr. signed a bill into law in 1997 to allow freedom of choice for responsible adult Texas motorcyclists, and Florida riders are cautiously optimistic that their brotherly governor will do likewise. Florida Governor Jeb Bush has indicated in the past that he would likely sign such a bill if it got to his desk.

State Representative Nancy Argenziano, a motorcycle-riding legislator, has championed the helmet repeal bill, which will exempt riders 21 and older who carry a minimum of $10,000 in medical insurance.

It ain't a done deal yet, but odds are there'll be a helmet-free Daytona Bike Week in 2001! I'm ready to start packing already.

NHTSA LIED: Those of us who've been fighting in the trenches for bikers' rights have known all along that the National Highway Traffic Safety Administration (NHTSA) has been fudging their statistics when lobbying against us on helmet laws. But now comes word from Ms. NHTSA herself, Saint Joan of Claybrook—whose forward thinking and vision brought us such governmental boondoggles as the backward-steering "Safer-Cycle"—that NHTSA mislead the public regarding the safety of air bags.

According to a *Washington Times* editorial "Death By Safety Experts," forwarded to us by Cowboy over the Internet, former Carter-era NHTSA chieftain Joan Claybrook recently admitted that NHTSA's false or inaccurate claims over the years have "hurt" the agency's reputation and believability with the public, particularly with the ongoing fiasco over air bags.

Among other things, while serving as NHTSA administrator Claybrook claimed that mandating car manufacturers to install air bags was necessary because of then-chronic underuse of safety belts. Miss Claybrook, like her mentor Ralph Nader, also claimed that air bags were the safest way to arrest the forward movement of an unbuckled child in a frontal impact. She also put forth the utterly unsubstantiated claim that air bags would save up to 9,000 lives annually. We now know that it is precisely the unbuckled occupants, especially infants and young children, who are most likely to be killed or maimed by a deploying air bag.

Claybrook's recent, belated apology for the flood of dangerous falsehoods about air bags she turned loose some 20 years ago is not much comfort to the more than 150 people, many of them children, who've been killed and the thousands who've been injured by these government-mandated "safety" devices.

MOTORCYCLISTS EXEMPTED FROM KENTUCKY GANG LAW: As more states enact tougher new laws against street gangs, more and more motorcycle clubs are being targeted by law enforcement under the umbrella of these so-called "gang laws."

Kentucky bikers recently took on their gang law and succeeded in taking the teeth out of another anti-biker harassment tool.

Senate Bill 223, offered by Senator Gerald Neal, while not originally asked for by the Kentucky Motorcycle Association/KBA and the Confederation of Clubs of Kentucky, was seen as a vehicle to correct an error in their current gang law statute. Under the Kentucky law the definition of a gang not only included the intended individuals but the Boy Scouts, VFW members, and the University of Kentucky Cheerleaders as well. Working with Senator Neal and with huge help from Senator Dick Roeding, they were able to attach Senate Floor Amendment (1) to SB-223.

According to KMA/KBA President Jay Huber, this amendment excludes corporations, unions, associations and fraternal organizations unless organized for the primary purpose of engaging in criminal activity from the definition.

"This amendment should cover most motorcycle clubs and organizations in the state as well as other groups that may become a target of police harassment," according to Huber.

"The efforts of the recently formed Confederation of Clubs Kentucky should be duly noted," Huber said. "Without the efforts of the members and member organizations the path may not have been so smooth. Through the phone calls, contacts, and visits, you made all the difference in the world."

The bill was signed by Governor Paul Patton and became effective July 15, 2000.

RECORD BREAKING ATTENDANCE AT NCOM CONVENTION: More than a thousand bikers rights activists from across the country and around the globe gathered in San Francisco over Mother's Day weekend for the 15th annual NCOM Convention, where standing-room-only crowds made this the largest motorcycle freedom fighters conference ever! Virtually every state was represented from the ranks of motorcycle rights activists and patch holders, coming together to communicate, network and, of course, socialize.

A highlight of this year's NCOM Convention was U.S. Senator Ben Nighthorse Campbell receiving the Ron Roloff Lifetime Achievement Award at the Silver Spoke Awards Banquet, a well-deserved tribute to his tireless crusade for bikers' rights on Capitol Hill. Branscombe Richmond, star of the TV series *Renegade* and newly appointed spokesman for Indian Motorcycles, was presented the Silver Spoke Award for Entertainment.

THOUGHT FOR THE DAY: "The men of the future will yet fight their way to many a liberty that we do not even miss." —Max Stirner, 1845

—Bill Bish, NCOM

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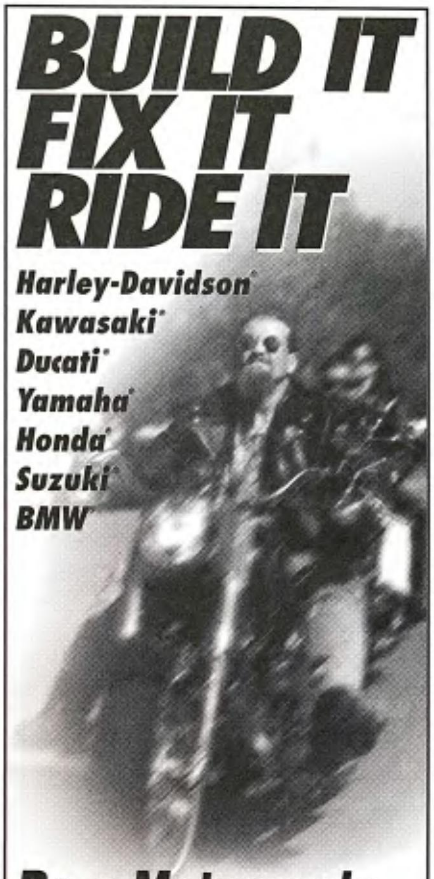

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two-wheeled tidbits

Spanning the biking globe...

Beijing, China: This country manufactured 11.269 million motorcycles in 1999, 28.15 percent more than in the previous year, and sold 11.172 million, 26.23 percent more, according to statistics from the Chinese State Bureau of Machine Building Industry. The total inventory grew 2.49 percent to reach 799,000 units by the end of 1999. The sale-production ratio in 1999 was 99.13 percent.

Daytona Beach: NASCAR champion Rusty Wallace has a new look for his No. 2 Miller Lite Ford Taurus, featuring a special paint scheme with a Harley-Davidson theme.

The unveiling ceremony was held at Daytona Bike Week. Wallace, Miller Lite, and Harley-Davidson Motor Company gave NASCAR fans their first glimpse of the car at a track-side press conference at the Bristol Motor Speedway.

Tokyo: Toyota Motor Corporation now has an alliance with Yamaha Motor Company, the world's second largest motorcycle manufacturer. Japanese media reported they would buy a five-percent stake in Yamaha Motor Corporation from its parent company.

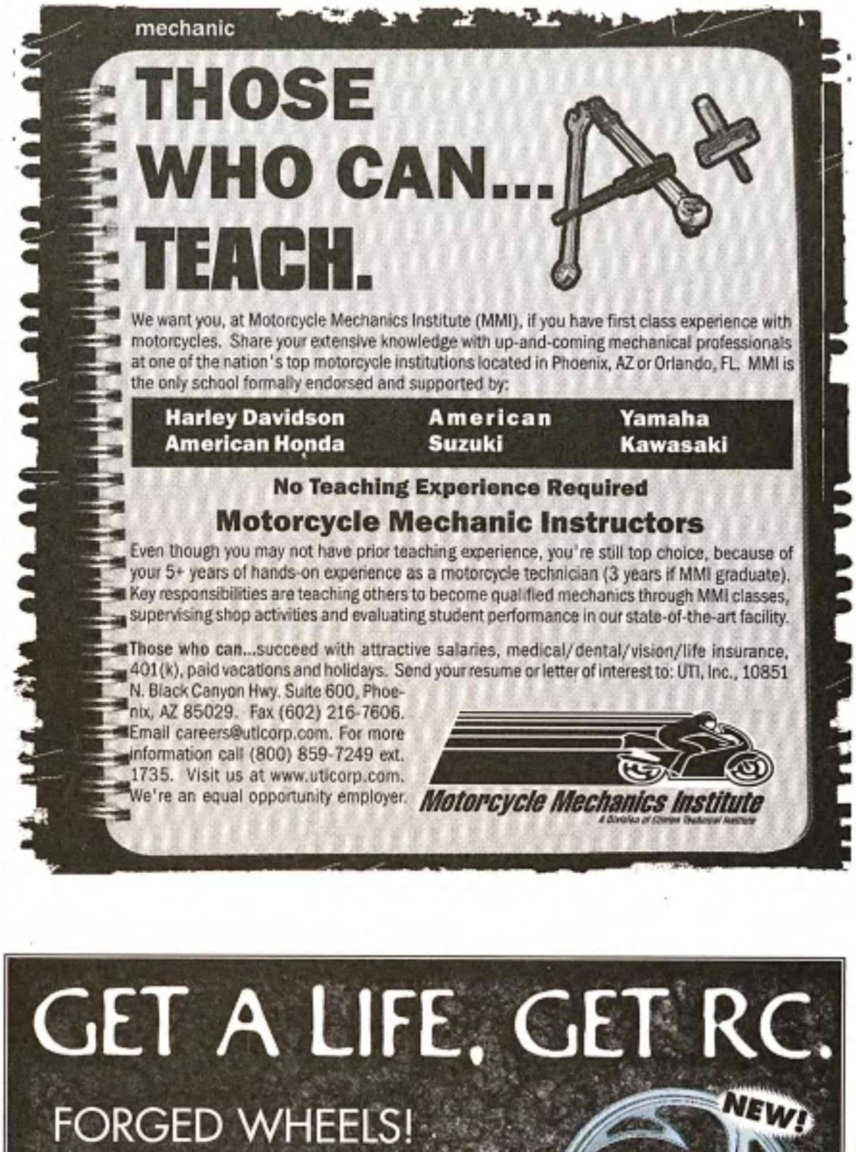
Belle Plaine, Minnesota: Excelsior-Henderson Motorcycle Manufacturing Company has an agreement with E.H. Partners regarding a proposed plan of reorganization in its Chapter 11 bankruptcy case. The company anticipates it will file the proposed plan in the near future. Creditor groups support the idea, and I'd like to see 'em pull out of this.

—Gunny, Oregon AIM Chief of Staff

industry news

Get The Biker's Edge

Bikers Edge Cycle & Leather in Witchita, Kansas, has moved to 1201 E. Central, four blocks north of their old location. The store has doubled its size to 12,000 feet and now is an officially licensed Easyriders Store. Bikers Edge is the exclusive Kansas dealer of Indian Motorcycles. Check 'em out online at www.bikersedge.com.



industry news

Bob Dron Custom Titan

Photo: by manufacturer

The Bob Dron Design Center has mildly modified Titan's Roadmaster into a stylized high-performance touring machine. Working under Dron's direction at his Oakland, California, design headquarters, his fabrication team has come up with a flexible package that adds hard-sided styling to match Titan's proven blacktop performance. This version features a Steve Farone paint treatment that is a subtle, blue tropical theme. Converted custom Titans will run between $29,000-$40,000, according to Dron. For information contact the Bob Dron Design Center at (510) 635-0100.

—Twiggy

kudos

Easyriders Of Columbus, Georgia Wins Dealer Of The Year

We're proud to announce that Billy Cash, owner and operator of Easyriders of Columbus, Ga., was recently honored at the Indy Dealer Show as "Dealer of the Year" by Ultra Motorcycles. The store has also been recognized as having the most motorcycle sales by Easyriders, Inc., two years in a row. Ultra Motorcycles is sending Billy and his wife, Angel (pictured here with Jewlie Sterkel of Ultra Motorcycles), on a seven-day trip to Cancun, Mexico as a way of sayin' thanks.

Photo: Billy Cash

safety

Educatin' Idaho

Photo: ABATE of Idaho

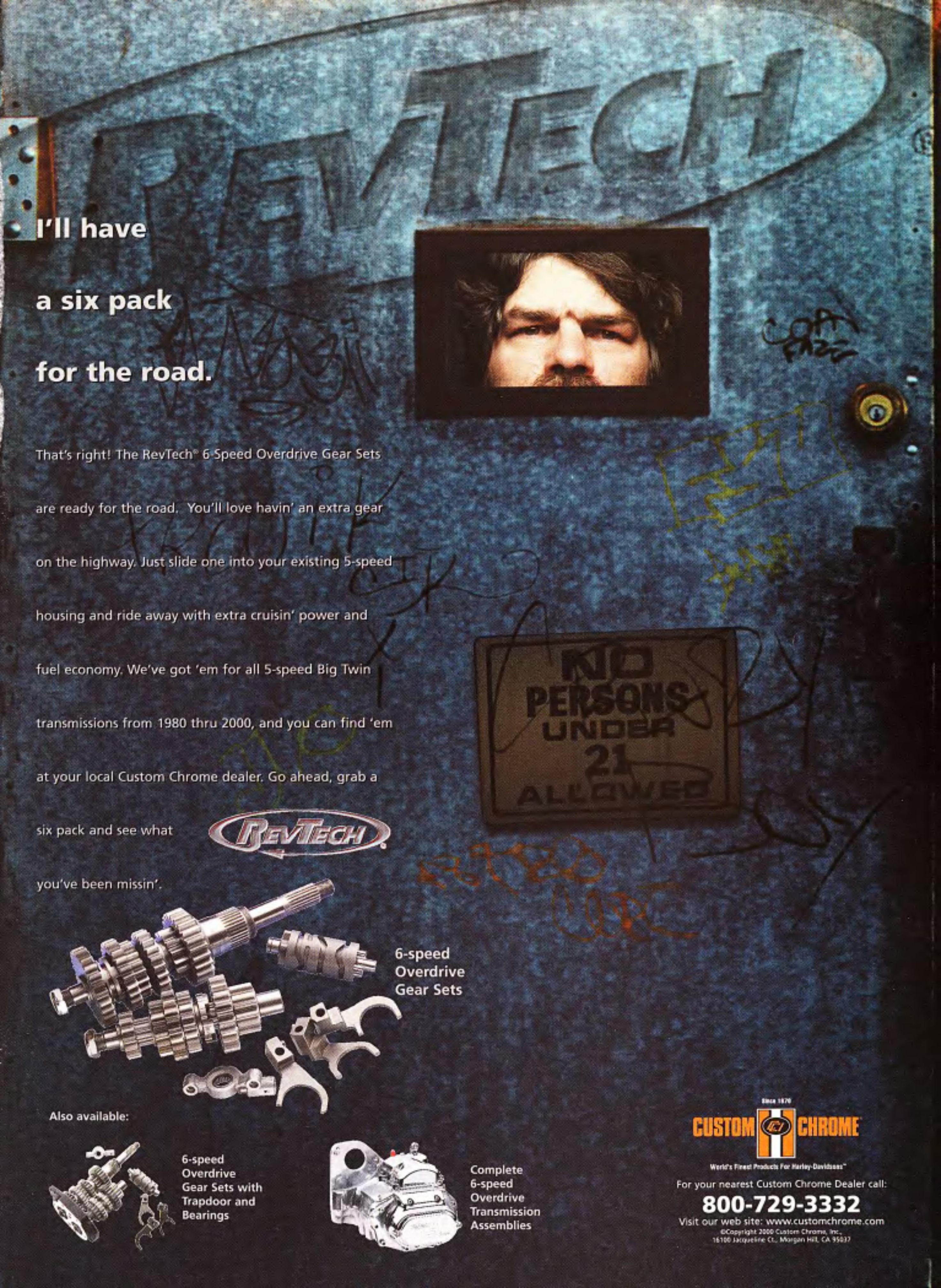
Now here's somethin' we can get behind. Recently, the Idaho Coalition for Motorcycle Safety and the STAR program (Skills Training Advantage for Riders) got together and shared the expense to put up four billboards in the Boise/Caldwell area during Motorcycle Awareness month. The STAR Program is part of the Department of Education of Idaho and, along with ICMS, they're raising money to put up more billboards around the state. This is what can be done when your motorcyclists' rights group has a good relationship with local state government.

investment news

Two-Wheeled Investor

The following is for information purposes only and should not be considered a solicitation to buy or sell any securities. Neither Easyriders, Inc., nor any other party guarantees its accuracy or makes warranties regarding results from its usage.

Symbol	Company	Date Public	Last Quote	Date	52-week High/Low
BIKR	**BIKERS DREAM**	1997	0.406	6/22/00	3.31 - 0.43
EZR	**EASYRIDERS, INC.**	1998	0.875	6/22/00	2.00 - 0.62
BIGX	**EXCELSIOR-HENDERSON**	1996	N/A	6/22/00	N/A
HDI	**HARLEY-DAVIDSON**	1986	34.938	6/22/00	46.62 - 22.53
PII	**POLARIS/VICTORY**	1996	30.563	6/22/00	45.68 - 25.56
TMOT	**TITAN MOTORCYCLES**	1998	1.000	6/22/00	4.00 - 0.87



REVTECH
I'll have
a six pack
for the road.
That's right! The RevTech® 6-Speed Overdrive Gear Sets are ready for the road. You'll love havin' an extra gear on the highway. Just slide one into your existing 5-speed housing and ride away with extra cruisin' power and fuel economy. We've got 'em for all 5-speed Big Twin transmissions from 1980 thru 2000, and you can find 'em at your local Custom Chrome dealer. Go ahead, grab a six pack and see what RevTech you've been missin'.
NO PERSONS UNDER 21 ALLOWED
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Also available:
6-speed Overdrive Gear Sets with Trapdoor and Bearings
Complete 6-speed Overdrive Transmission Assemblies
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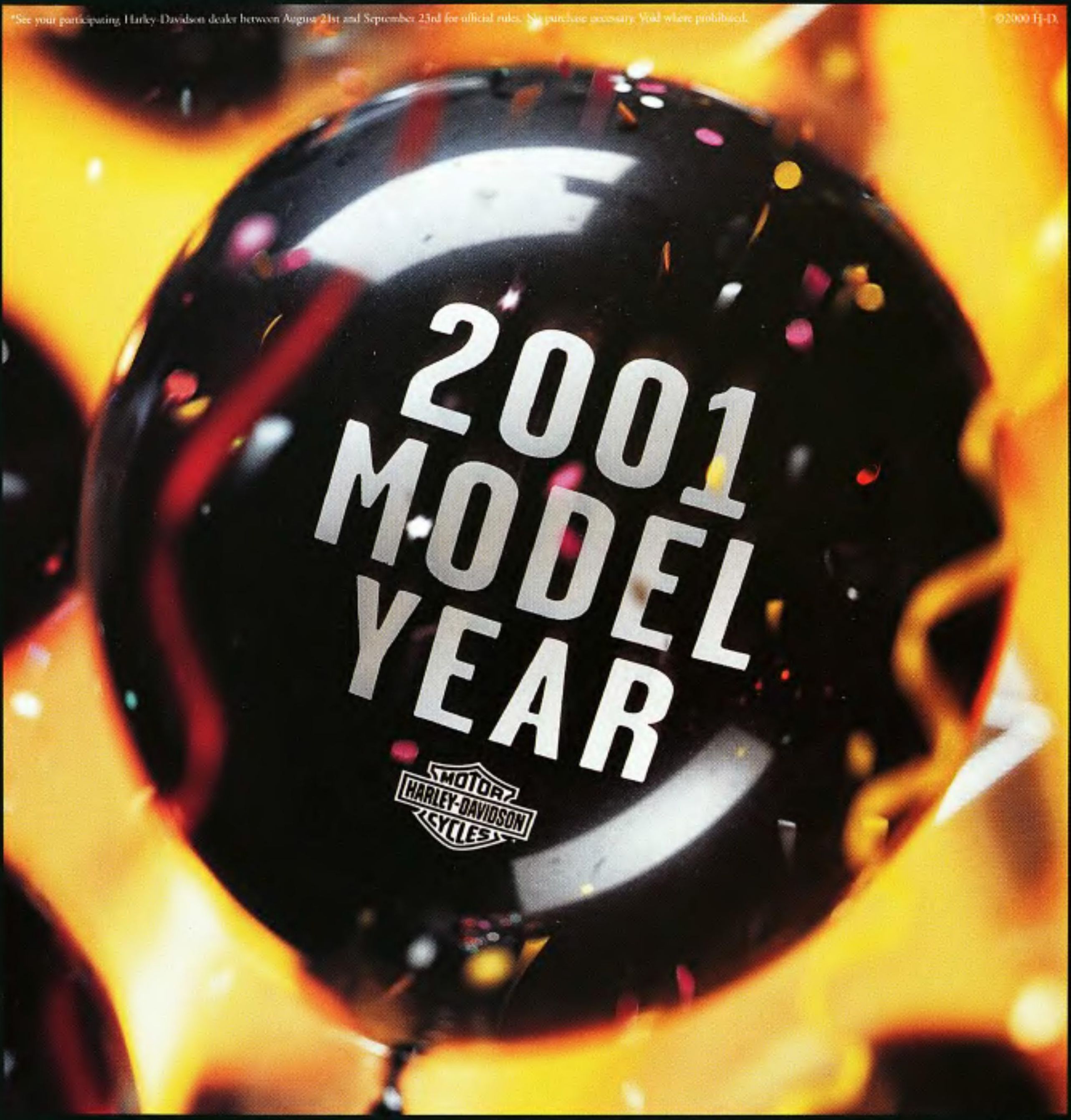
National Law Chart

Neither Easyriders, Inc., nor the AMA assume responsibility for the accuracy of information included in this comprehensive chart. Every effort has been made, to ensure that the information is correct at the time of publication.

	No Helmets (over 21)	Helmet Law	State Funded Rider Ed	Eye Protection	Daytime Headlight	Passenger Seat	Passenger Footrests	Passenger Age Limits	Helmet Speakers	Mirrors (l, left; r, Right)	Periodic Safety Inspection	65 (or more) mph Speed Limit
Alabama		x	#		17	>	>			x		√
Alaska	☆	x-4		x-15	17	>	>		*	x (l, r)	x-27	√
Arizona	☆	x-4	#-12	x-14	17	>	>			x	x-28	√
Arkansas	☆	x-6		x	x-17	>	>			x	x	√
California		x	#-6,12		x-17, 20	>	>		24	x	x-27	√
Colorado	☆		#-12	x	17	>	>			x	x-27	√
Connecticut	☆	x-4, 9	#-4, 12	x-14	x-17, 21	>	>			x	x-27	√
Delaware	☆	x-1,2,5,9	#-4,12,13	x	17	>	>			x	x	√
Florida		x	#-6,12,13	x	x-17	>	>			x		√
Georgia		x	#-12,13	x-14	x-17	>	>		25	x		√
Hawaii	☆	x-1,4	#	x-14		>	>	23		x	x	
Idaho		x-4	#-6		17	>	>				x	√
Illinois	☆	#-4,12,13	x-9	x-17	>	>			x			√
Indiana	☆	x-4,9	#-12	x-4	x-17,18	>	>					√
Iowa	☆		#11,12		x-17,19	>	>			x		√
Kansas	☆	x-4	#-12	x-14	x-20	>	>			x (l)	x-27	√
Kentucky	☆	x-6, 31	#-12	x		>	>			x		√
Louisiana	☆	x-4	#-12	x-14	17	>	>			x (l)	x	√
Maine	☆	x-7	#-11,13		x	>	>			x	x	√
Maryland		x-1	#-4	x-14		>	>		24	x (l, r)	x-29	√
Massachusetts		x	#	x-9,14	17	>	>		*	x	x	√
Michigan		x	#-4, 12	x-14,16	17	>	>			x	x-27	√
Minnesota	☆	x-4, 9	#-4	x	x-17	>	>		24	x	x-27	√
Mississippi		x									x	√
Missouri		x	#-12,13		17						x	√
Montana	☆	x-4	#-12		x-17	>	>			x		√
Nebraska		x	#-12-13		17	>	>					√
Nevada		x	#-12	x-14	17	>	>			x (l, r)		√
New Hampshire	☆	x-4	#-12	x-14	17	>	>			x	x	√
New Jersey		x-1	#	x-9, 14	17	>	>			x	x	√
New Mexico	☆	x-1,4	#-4,12,13	x-14	17	>	>			x	x-27	√
New York		x-1		x	x-17	>	>		24	x	x	√
North Carolina		x	#		x-17	>	>			x	x	√
North Dakota	☆	x-1, 4	#-10		17	>	>			x		√
Ohio	☆	x-3, 4	#-4	x-14	17	>	>			x	x-27	√
Oklahoma	☆	x-4		x-14	x-17	>	>			x (l, r)	x	√
Oregon		x	#-5, 12		x-17	>	>			x	x-27	√
Pennsylvania		x	#-12,13	x	17	>	>		25	x-19, 26	x	√
Rhode Island	☆	x-3,6,8	#-11,12,13	x		>	>		*	x	x	√
South Carolina	☆	x-1,6		x-6, 14	x-17	>	>			x	x	√
South Dakota	☆	x-4	#-12,13	x-14	17	>	>			x		√
Tennessee		x	#-12	x-14	x-17	>	>			x		√
Texas	☆	x-6, 30	#-4		17	>				x	x	√
Utah	☆	x-4	#-12		17	>	>			x	x	√
Vermont		x-1	#	x-14	17	>	>			x	x	√
Virginia		x	#-12	x-14	17	>	>			x	x	√
Washington		x	#-4	x-14	x-17	>	>	22		x (l, r)	x-27	√
West Virginia		x-1	#-12,13	x	x	>	>			x	x	√
Wisconsin	☆	x-4, 9	#-4, 12	x-9, 15	x-17	>	>			x	x-27	√
Wyoming	☆	x-4	#		x-17	>	>			x		√
Washington, DC		x		x-14	17	>	>			x	x	

LEGEND:

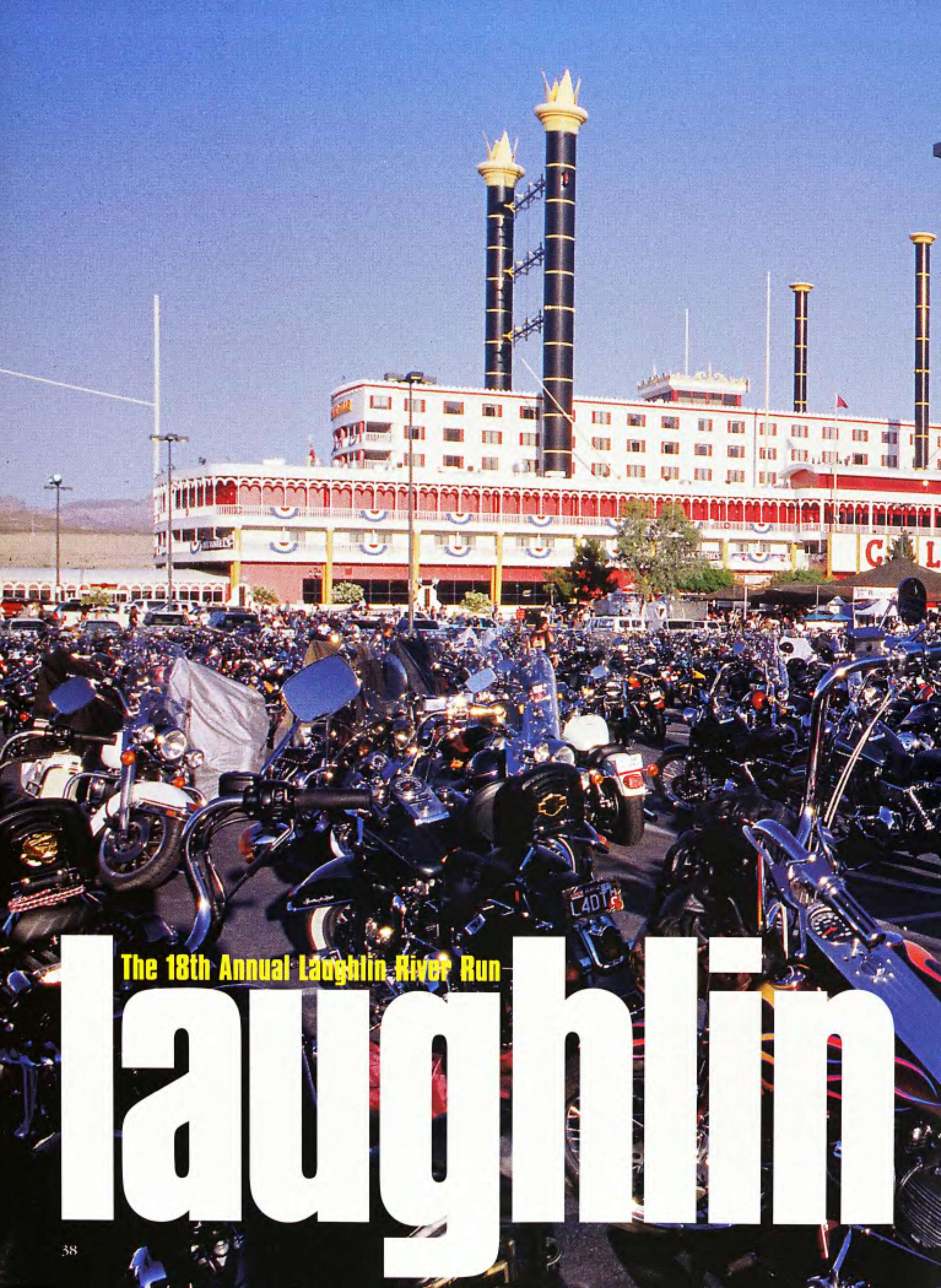
☆ No helmets (over 21)
√ In effect on designated interstate highways
x Required by law
Available for all eligible applicants
* Prohibited to use or possess
> Required if carrying a passenger
1 Reflectorization required
2 Must have in possession
3 Required for novice riders
4 Required under age 18
5 Required under age 19
6 Required under age 21
7 Required under age 15 with learner's permit or for one year after obtaining license
8 Required for passengers
9 Required for instructional permit holders
10 Required under age 16
11 Required for first-time applicants
12 May waive skills test for successful completion of rider education
13 May waive knowledge test for successful completion of rider education
14 Required unless equipped with windscreen
15 Required unless equipped with windscreen that is 15" above handlebars
16 Required at speeds over 35 mph
17 Modulating headlight permitted
18 Required for vehicles manufactured after 1/15/56
19 Required for vehicles manufactured after 4/1/77
20 Required for vehicles manufactured during or after 1978
21 Required for vehicles manufactured during or after 1980
22 Prohibits passengers under age 5
23 Prohibits passengers under age 7
24 Single earphone only
25 To be used for communication purposes only
26 Required by inspection regulations
27 Random
28 Annual emissions, some areas
29 Upon title transfer
30 Over 21 exempt with proof of completion of riders safety course, or with proof of medical insurance in amount of at least $10,000.
31 Over 21 exempt with sticker— obtained from State after presenting DMV with proof of insurance.



FOR THOSE WHO NEVER NEEDED ONE, A REASON TO PARTY.

On Saturday, September 9th, we're celebrating the arrival of the new 2001 motorcycles, MotorClothes™ apparel and Genuine Motor Accessories. So stop by and see the latest, then register to win* a new Softail® Deuce™. How much more excuse do you need?

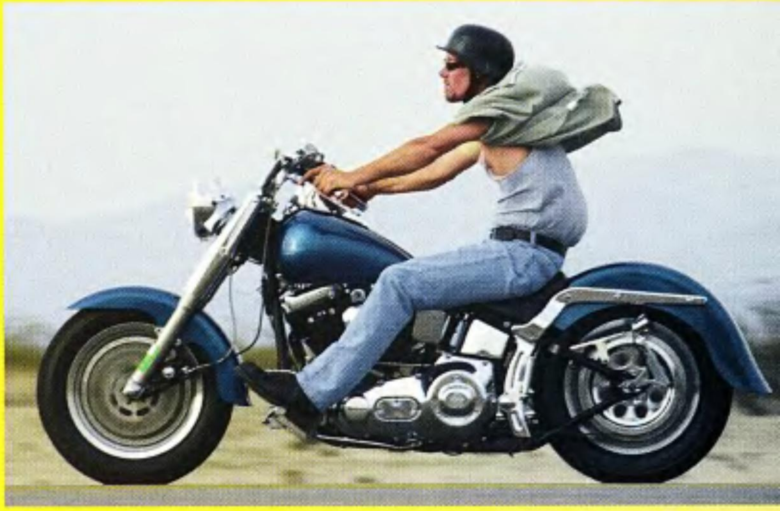
HARLEY® NEW YEAR MOTOR HARLEY-DAVIDSON CYCLES SEPTEMBER 9TH

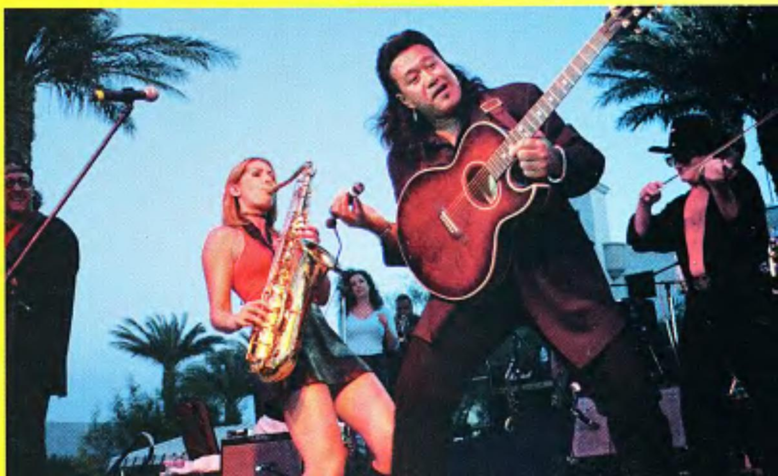


The 18th Annual Laughlin River Run

laughlin

Dry heat. Wind.
The throb of a V-twin.
Jell-O shooters.
Drunken blondes.
Spewing slot machines.
Life is good!





riders converged once more on the desert

Laughlin 2000 was a hoot, folks. Riders converged once more on the desert mirage known as Laughlin, Nevada, like swarms of desert locust during mating season. Once in this annual oasis of depravity, brave-hearted souls took to the casinos where Lady Fortuna holds court and spews out fortunes or calamity with an equal wave of her seductive hand.

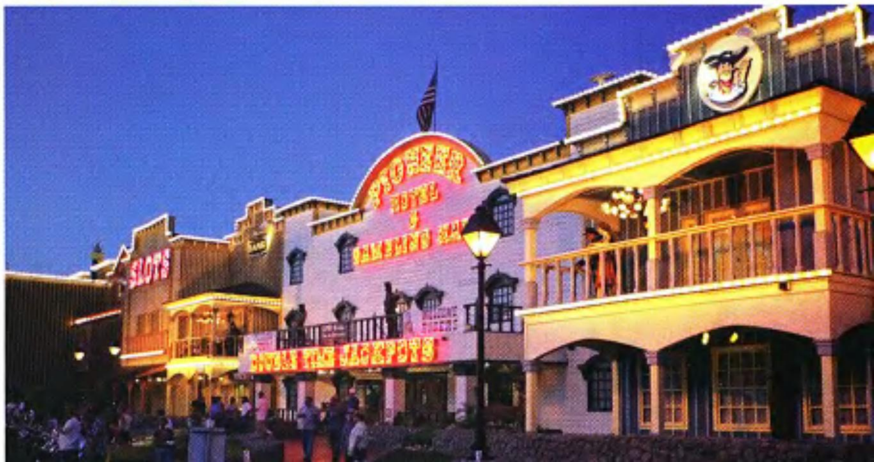
Californians blasted through the triple-digit desert heat on the Interstate, their faces like boiled lobsters, blisters already forming. Once in Laughlin, where it was 110 degrees in the shade, beet-red riders formed lines to get into the air-conditioned hotels to down frosty beverages. Thursday night began with margaritas and good friends at the AVI Casino where The Fryed Brothers and the opening band, Pirate, kept feet a-tappin'.

On Friday morning the preliminaries of the Run Whatcha Brung Drags were held near the AVI. Bikes and riders of every description tested their meddle against the clock. Time seemed to blur, and, eventually, our crew rolled east toward a stretch of Route 66 that leads south to I-40. It's wonderfully desolate along I-40 to Lake Havasu and beyond.

Back in Laughlin it was business as usual, with every aftermarket company imaginable showin' off their wares in casino parking lots. Many of the casinos gave away Harleys to lucky winners. Of the new stuff on hand, we enjoyed ridin' one of the new Ridley motorcycles. These scooter-sized bikes look like someone shrunk a Fat Boy down to kid's size. One of our "testers" claims that these pint-sized putts can do at least 80 miles per hour ... at least that's what the nice highway patrolman told him.

Saturday there was a fine tribute to Rip and two other riders at the Run Whatcha Brung Drags, then the Easyriders crew jumped in a water taxi and continued the obligatory check-out-the-vendor-booth hike across town. All the aftermarket companies in California make it to this event, showing off their latest billet goodies and products. Harley-Davidson offers its Traveling Museum as well as Demo Rides of the 2000 models. Of the many dazzling scooters to enter the Laughlin Bike Show this year, one stood out with the judges above all others: the candy red Chica long bike. This chopper had old-school class and then some. As the sun set, way too many margaritas were consumed at the Flamingo Hilton while watching

mirage

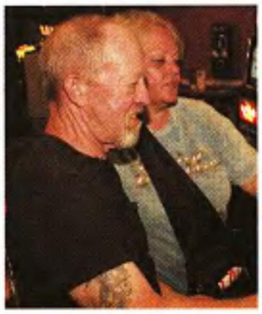


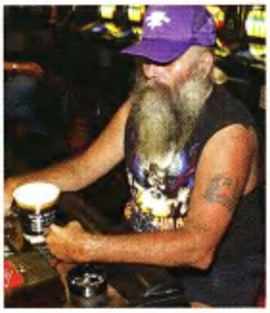
RIVER RUN

the Ms. Laughlin River Run Contest. Each lovely contestant was asked one question, after which she danced and pranced, then modeled a teeny bikini. A troupe of dancers led by Nanette Barberi kept the crowd amused or entertained, depending on you definition of art.

One of our intrepid crew brought a good luck charm to the casinos that he insists made him some big dough. The good luck charm was none other than a stuffed squirrel named "Nutz." While it is unknown how this odd device works, we did see its effects work wonders with a slot machine in the Pioneer Casino. Strange indeed.

Tarzan's Lounge at the Golden Nugget is famous for its Jell-O Shooters: cups of Jell-O, prepared with copious amounts of vodka, tequila, and Everclear. These are guaranteed to hammer your head with a velvet touch. At some point during the



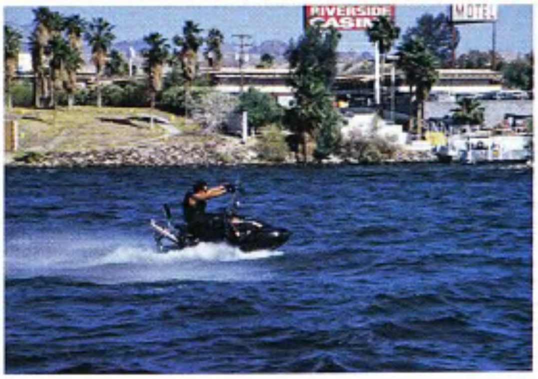


"guaranteed to hammer your head with a velvet touch"

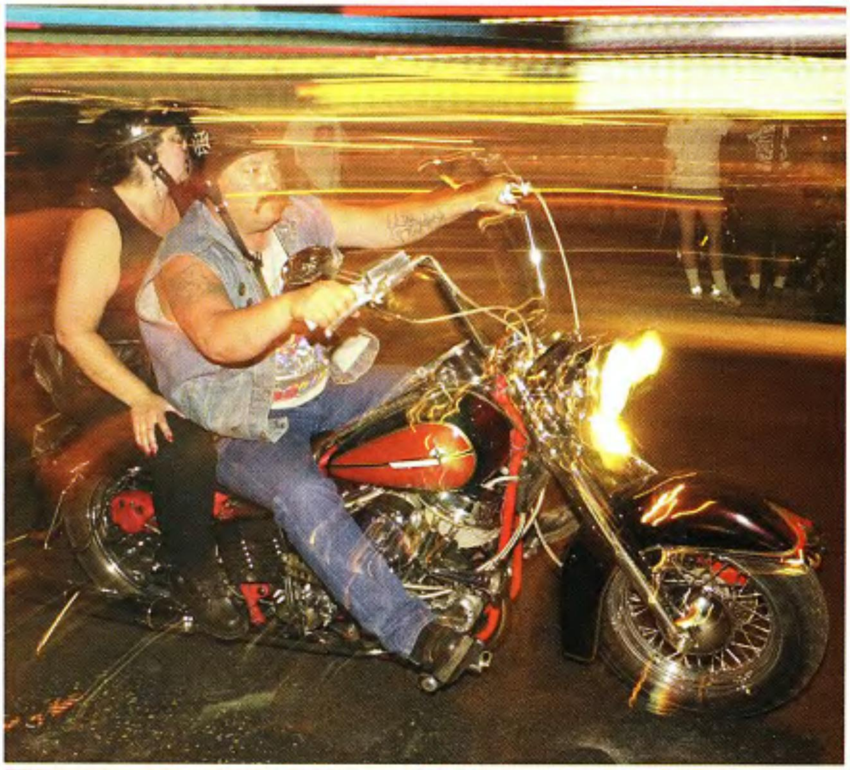
evening, the stuffed squirrel ended up down the blouses of at least a dozen beautiful women who posed without shame for our cameras.

While Laughlin offers entertainment of many kinds for bikers of all kinds, a whole different world awaits in Oatman, Arizona (including no helmet law). Endless desert gives way to a genuine gold-mining town filled with friendly *burros* and even a haunted hotel and bar that looks like it stepped right out of a Clint Eastwood western.

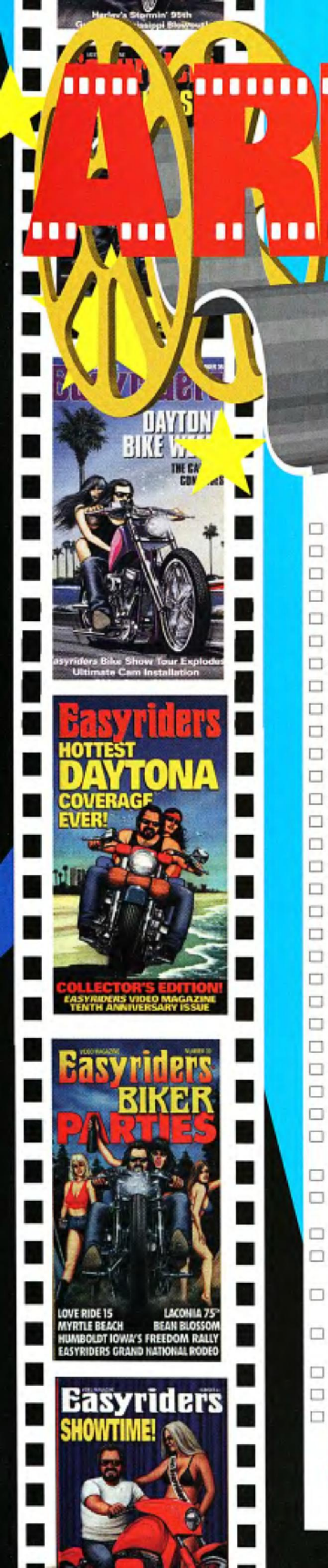
For many party-goers, Sunday was a blur—either caused by Jell-O shooters the night before, the sight of too many pert hooters, or, maybe, the light feeling in their wallets after "enjoying" the casinos. I know many riders who feel that they won big just by arriving at this growing event, and living to tell the tale. Make River Run #19 a goal, and bring a lucky friend along. You'll be amazed, and you might even be the better for it. —*Phantom*



Photos: Michael Lichter



they won big just by arriving at this growing event



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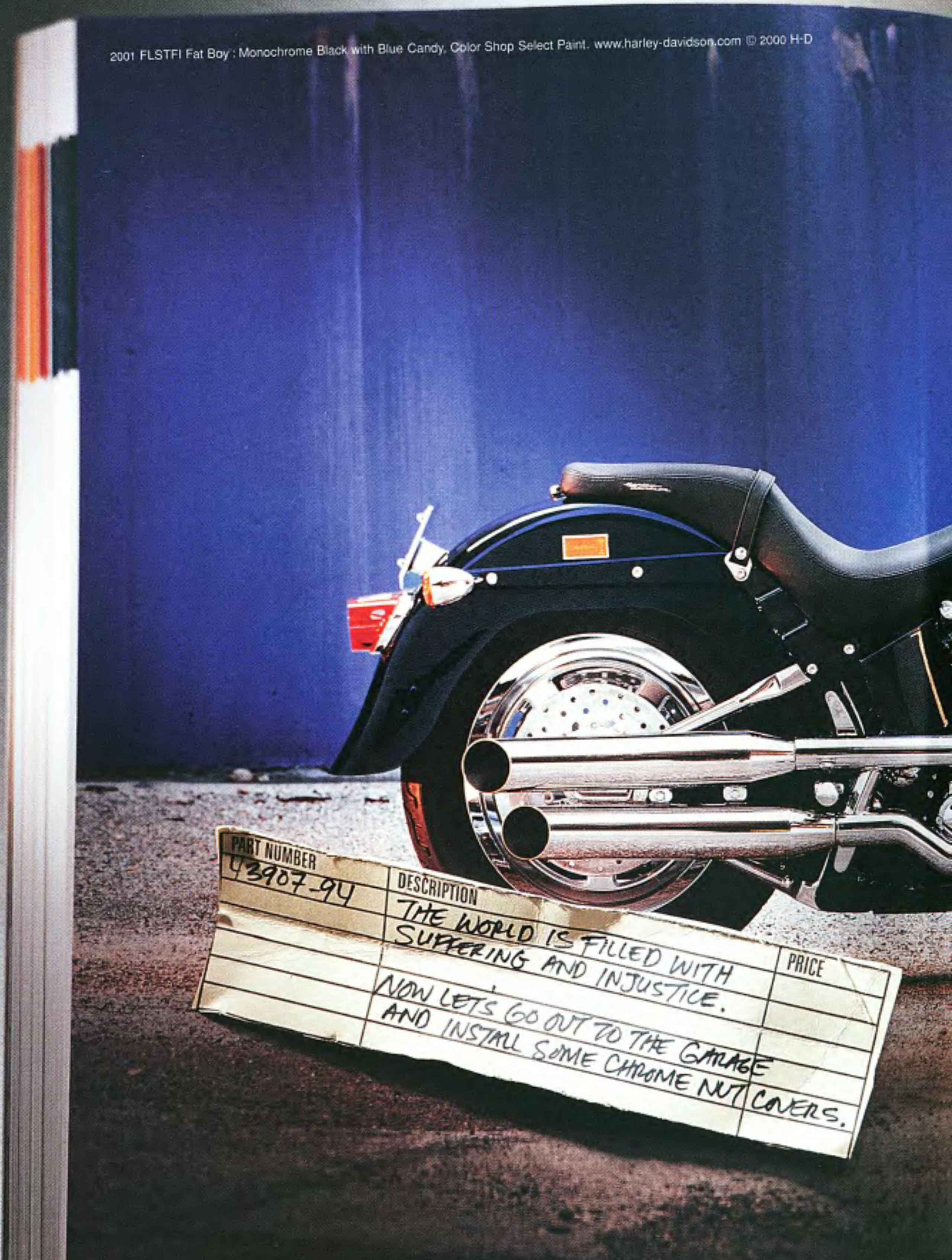
- ☐ Video 2: Daytona Bike Week '89, Easyriders 1st Bike Show, Simms Bike Feature, Tom Arnold Comedy, Canned Heat, Roger McGuinn.
- ☐ Video 4: Love Ride 6 - Malcolm Forbes, Ness, Easyriders Grand National Rodeo '89, Tijuana Toy Run, Ice Racing, Vintage Indian Film.
- ☐ Video 5: Easyriders Bike Show 2, Daytona Bike Week '90, David Mann's Daytona Collection.
- ☐ Video 8: Easyriders Grand National Rodeo '90, Party in Austria, Jackson Browne, Little Caesar, Bobbie Lee Wills.
- ☐ Video 9: Daytona '91 - 50th Anniversary, Easyriders Bike Show 3, 1931 Vintage Race - Harley Indian Shootout, Vicious Cycles.
- ☐ Video 11: Easyriders Rodeo '91 - Chillicothe, Oh, Baltimore Toy Run, NYC Run for our POW/MIA's, The Mating Game.
- ☐ Video 12: Am-Jam Tattoo Expo, Easyriders Rodeo Highlights, Ed Kretz. The Grateful Dead and Jimmy Wood and the Immortals.
- ☐ Video 13: Daytona '92, Laughlin River Run '92, Easyriders Bike Show '92, Bill Elkins, Andrew Dice Clay, Vintage Film Clips.
- ☐ Video 14: Redwood Run '92, Iowa Freedom Rally '92, Easyriders Rodeo '92 - Middletown, Antique Bike Races. Jimi Hendrix.
- ☐ Video 15: '92 Sturgis Special, Prison Bike Show, Easyriders Grand National Rodeo '92, Hooter Olympics. Burnt River & Jim Brady.
- ☐ Video 16: Sea of Blue Tattoo Show, Easyriders Invitational '93 Bike Show, Biker Fantasy. Music by Hell Hounds.
- ☐ Video 18: Harley-Davidson 90th Anniversary, Wisconsin Freedom Rally, Philly Toy Run, Senator Ben Nighthorse Campbell.
- ☐ Video 19: Easyriders Chillicothe Rodeo '93, Road to Sturgis, Tim Bauer Comedy, Lorenzo Lamas "Renegade".
- ☐ Video 20: Easyriders '93 Rodeo Grand Nationals, Mardi Gras w/Rip, Corbin's Fantasy Bike Wash, C.C.I. Pro Street Kit Tech.
- ☐ Video 21: Daytona '94, Easyriders Invitational Bike Show '94 - Columbus, Run to the Wall, Accell Fuel Injection Tech.
- ☐ Video 22: Laughlin River Run '94, Fashion Show, Mikuni Tech Tip, David Barr's World Tour. Music by Sleep Walkers.
- ☐ Video 23: Sturgis '94, Easyriders Fox of the Year, C.C.I. project bike, Spring Cleaning w/Clean Dean, Carl Morrow Warbird Project.
- ☐ Video 24: Florida Key Runs, Easyriders Rodeo Grand Nationals '95, Henderson Revival, Chrome Plating Feature, Micah McCloskey.
- ☐ Video 25: Daytona '95, Easyriders 7th Invitational Bike and Tattoo Show, Dave Mann Bike Wash, Crane Cams Ignition Tech.
- ☐ Video 26: Best Biker Parties, Laconia '95, Tijuana Toy Run. Brake Bleeding Tech, Illusion Motorcycle.
- ☐ Video 27: Black Hills Classic '95, Four Corners '95, Harley's VR-100, Aero Charger.
- ☐ Video 28: '95 Coast-to-Coast Easyriders Rodeo Roundup, Women of Drag Racing, Easyriders 25th Anniversary issue.
- ☐ Video 29: Daytona '96, Easyriders Bike & Tattoo Show, Inside the Harley Motor Factory.
- ☐ Video 30: Laughlin River Run '96, Texas Rattlesnake Roundup, Myrtle Beach '96, Bridgeport '96. Doobie Brothers.
- ☐ Video 31: Sturgis '96, Love Ride 9, Del Mar, Jims Machine, Scotty Parker. Music by Carlos Guitarlos.
- ☐ Video 32: Daytona '97, Easyriders Rodeo Wrap-up '95, Wild Weasels, S & S Cycle.
- ☐ Video 33: Exotic Dancer Run. Easyriders Grand Nationals Rodeo '96. Easyriders Bike Show '97 Bash in Anaheim. Rolling Thunder/Run for the Wall.David Mann Wedding. Carlos Giutarlos.
- ☐ Video 34: Hollister 50th. Redwood Run '97. Chicago Toy Run '96. Easyriders Columbus Bike Show. Biker Jokes. Fryed Brothers.
- ☐ Video 35: Easyriders Rodeo Grand Nationals Rodeo - Chillicothe. Artistry In Ink Show - Anaheim. Oyster Run '97. Wetzel Blowout '97. Run For The Wild. Music by the Wolverines. Photographer Michael Lichter.
- ☐ Video 36: Daytona '98. Easyriders '97-'98 Bike Show Tour. Columbus Bike Show '98. Jims Valve Train Tech. Music by Steve Werner "The Zoo".
- ☐ Video 37: Harley's 95th anniversary celebration. Laughlin Run '98. Gulf Port Blowout '98. Primo Belt Drive Tech. Harley-Davidson VR-1000 Race Team.
- ☐ Video 38: All Sturgis '98. This Sturgis special takes you through the whole Sturgis experience with an interview with Bob Newland, a feature on Peter Fonda, the Bushtec Trailer Tech and more!
- ☐ Video 39: The best of the biker parties brings you all the party action from coast to coast. Myrtle Beach '98, Iowa Freedom Rally, Laconia 75th Anniversary, Bean Blossom Boogie (Indiana), Love Ride #15 and Chillicothe Easyriders Grand Nationals.
- ☐ Video 40: 10th Anniversary Easyriders Collectors Edition chronicling our crazy exploits as we partied around the globe. Hottest Daytona Coverage Ever.
- ☐ Video 41: Easyriders Bike Show Tour. Myrtle Beach Rocks. 17th Annual Laughlin River Run. Plus in the Bonehead Enduro from Washington State.
- ☐ Video 42: Sturgis madness 1999. Butte, MT for a run to benefit the Dumas Brothel. Memorial Day in Red River, NM. Rip's BAD Ride to fight Diabetes.

CALL TODAY 800-247-6246

Code: ARD327

* Shipping additional. California residents add 8.25% tax.


2001 FLSTFI Fat Boy : Monochrome Black with Blue Candy, Color Shop Select Paint. www.harley-davidson.com © 2000 H-D
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DESCRIPTION
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TalkingTech

RING WORMS

My 1967 Shovelhead had a hard time seating the rings. On the advice of my friend Arnold, I introduced Bon Ami soap shavings into the carb. Arnold said the grit would help the rings seat. This almost worked, so then I used valve grinding compound. This worked really well, except for now—my lifters are ticking. Any suggestions?

Waldo Philbus
La Puente, California

All right, Waldo, first remove your spark plugs, then pour in two gallons of casting resin. Let it sit overnight and we guarantee nothing will tick. Just kidding.

STOP, LEAK!

I've got one of those 5-in-4 transmissions for my Shovelhead, and although I love the way it performs, I have one bitch. Seems as though the vent tube always has fluid dripping from it, and that's making a mess of my bike, as well as just pissing me off. My 4-speed never did this. Any suggestions?

Joey Ro
Salinas, California

Sure do. The vent fitting is on the back side of the tranny lid, and what seems to happen is that the fluid that gets flung up on the inside of the lid tends to drip down the curve of the lid and out the vent. It needs a baffle to keep this from happening, but I'd recommend pulling the lid and moving the vent to the left side like you see on the Softail and FXR tranny lids. It's thin material there, but if you're careful you can drill and tap it for 1/8-npt pipe. Be gentle screwing the vent fitting back in. Make sure your new location won't conflict with anything, and do this operation with the lid off the tranny. This will stop the leak.

SPRING THINGS

I've been eyeing one of those trick BDL 3-inch open belt drives for my ride, and have noticed their clutch spring arrangement is adjustable up to 12 springs. I have an 88-inch big bore Evo Softail Custom and was wondering if the six springs that the belt drive comes with would be enough to handle the torque of my 88. Can you get additional springs for this clutch?

Dave Hastings
Richmond, Virginia

I'm a big fan of those BDL drives, and I can tell ya that the six springs are overkill for your 88-inch big bore. I run a 98-inch Evo with nitrous, and I have a friend with a Merch 120-inch thumper, and he only runs six springs. Suffice it to say, that belt drive has a damn good clutch, and you won't be slipping it with your engine, so you'll be OK. Incidentally, BDL does provide extra springs at the customer's request, and they can be reached directly for these items. Their phone number is (714) 685-3333.

CORVETTE ROUGH

I have been tweaking the suspension on my FXR and am getting the bike to really handle well with the addition of progressive-wound fork springs and better rear shocks. It is "Corvette rough" over the bumps, not too harsh, but you can tell the suspension is stiff. What can I do to tame this just a tad?

Mitchell Davis
Omaha, Nebraska

Fork-wise, try the lightest grade fork oil—I think it's Type B—and see if that helps. I might also suggest stock H-D fork springs. If your rear shocks are adjustable like those from Progressive Suspension, take a click or two out of the spring pre-load and adjust the rebound dampening if your shocks have that option. Give those things a try, and take a note or two so you can go back to your original settings if you like.

RUBBERTAIL RETREAD

I've been following the Rubbertail chassis ever since you ran the story on it a year or two ago. Seems like a well-designed piece, but do they have any plans to do a 230 version?

Grant Weston
Los Angeles, California

I talked to Wil Phillips, the creator of the Rubbertail, and he told me that they have been successful in slipping the Avon 230 in their standard frame without a hitch. I don't know if they ran a belt or a chain, but the benefit is the stock-width chassis with that big-ass tire in back. Wil is currently working on wider versions of the Rubbertail fenders for this application, and I'm sure KüryAkyn, the exclusive Rubbertail distributor, will have this as an option soon. Also, we'll be doing a piece on this here in Easyriders soon.

SHOCK SWAP

I've got a '76 Shovelhead custom that I am doing some finishing touches on, and I'm currently looking into some flashy chrome and billet shocks. I have a set of Progressive Suspension shocks for an FXR that look like they'll work, length-wise. Can I use these, or should I get the shocks specific for my model?

Baker Bill
Salt Lake City, Utah

Good question. No, those shocks are not suited for your bike; the leverage ratio and spring rate are completely different. Call the guys at Progressive Suspension, and their tech department can recommend the proper shock for ya. Their phone number is (760) 948-4012.

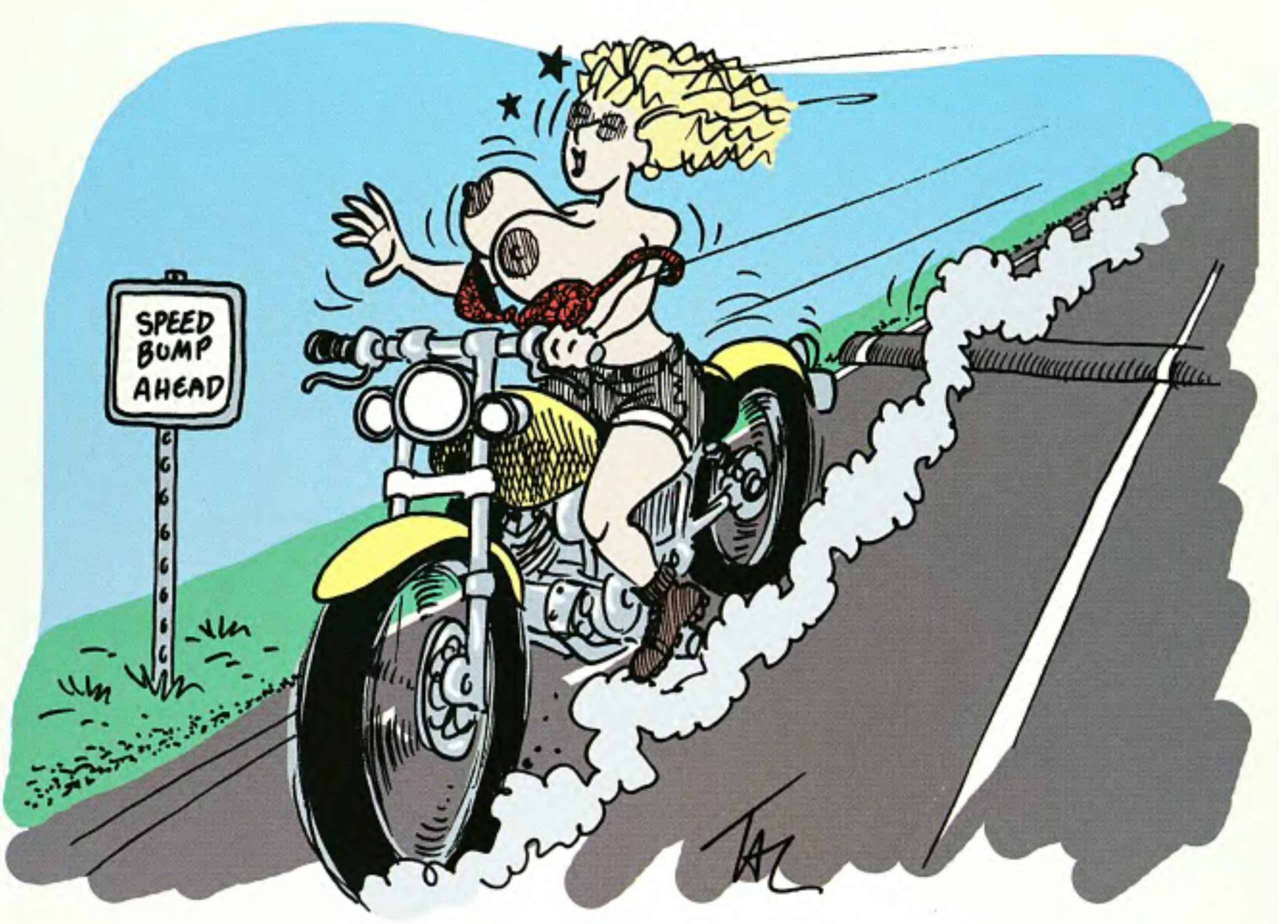
MIKUNI MAKEOVER

My bike has a Mikuni HSR42 carb on it, complete with their air cleaner and brackets. It works great, but I'd like to try a different air cleaner, something more custom looking. Problem is, the Mikuni has a spigot flange on the intake side. Are there any adapters out there that will allow me to use different air cleaners?

Big Mike
Silverdale, Washington

This one's easy. Custom Chrome carries this sucker, as I'm sure everyone else does too. The part number is a 23-870 and allows you to use a stock or aftermarket air cleaner made for CV carbs. Now you'll have plenty of choices for air cleaners, and still have the performance of your Mikuni.

How many times have you sat in your garage, teetering on an old milk crate and scratching your head over how to do this or that? Well, by all the flywheels that turn, here's your chance to find the answer. Jot a note to Wrench, *Easyriders*, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail wrench@easyriders.net. If we can find a solution, you'll read it here.


SPEED BUMP AHEAD

www.harley-davidson.com © 2000 H-D
PART NUMBER
57981-97
DESCRIPTION
WIND MAKES YOUR EYES WATER, AND ALL THAT'S GOOD FOR IS CRYING YOUR WAY OUT OF A SPEEDING TICKET
PRICE
The Low-Profile Smoked Windshield. Custom fit and function from the same people who designed your Harley.® See the full line of windshields in the latest Genuine Motor Accessories catalog. Call 1-800-443-2153 for directions to an H-D dealer.
GENUINE
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August 4th - 13th

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On over 25 acres, our party location features two stages, and the largest indoor/outdoor bar. This beautiful new music park is located just 2 miles east of Main St. on Hwy 34, and sits amidst beautiful views of the Black Hills and Bear Butte National Park. Come party with *Easyriders* at the Full Throttle Saloon.

Concerts Daily

- Black Oak Arkansas
- Starship w/ Mickey Thomas
- Pat Travers
- Warrant
- Molly Hatchet
- Indian Motorcycle presents: Bransombe Richmond & Renegade Posse Band
- Eddie Money and more... (See concert schedule at: FullThrottlesaloon.com)

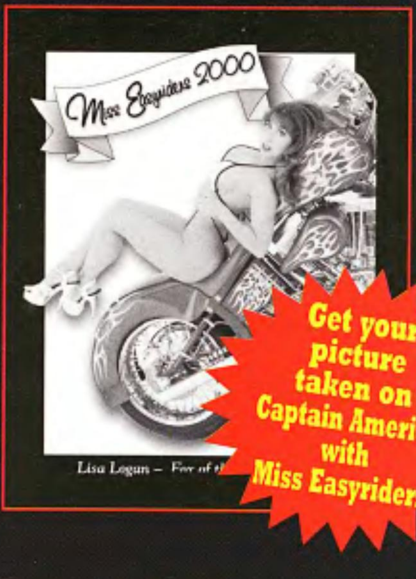
Barstool Races

Burn-out Pit

Motorcycle Accessories / Exhibits

Exhibit space available: 800-962-9857

Cold Beer & Great Food



Get your picture taken on Captain America with Miss Easyriders

Easyriders Birthday Bash

Wednesday, August 9th

Featuring: Commander Cody • Tinsley Ellis and A.J. Croce

Ride-in Bike Show • Door Prizes • Rodeo Games

Get your face in Easyriders! Group Photo

Come Celebrate Easyriders' 30th

Harley-Davidson Dress-Up Guide

TREAT YOUR HOG TO A GAGGLE OF GENUINE GREAT GOODIES

Once a year in the spring, and after having spent the last 12 months squinting and staring at their computer screens, displaying 3-D graphics of newly designed components, the poor souls at the Harley-Davidson Parts and Accessories department break into the holding lot at the end of the assembly line, under the cover of a moonless night, and snatch a number of new motorcycles. Their next move is to sneak the unsuspecting bikes down to the bowels of their dimly lit dens, where each one of them will undergo an extensive transformation. There, the faceless denizens of the accessory underworld will spend countless nights debating over which parts they will select, in order to turn generic, regular production motorcycles into resplendent masterpieces of two-wheeled fantasy. As the creative process takes its course, horrible, distorted sounds can be heard, filtering through the ventilation grilles. Everyone at the factory knows what is really going on, but no one else is admitted "down there."

And then one day, as the workers come in to start their shift, they find a line-up of beautifully accessorized motorcycles, gently shimmering in the heavenly light of dawn.

These fine-looking factory customs are designed by Harley-Davidson to show us what can be done to personalize your motorcycle, using only H-D Genuine Motor Accessories. As you can see, most of the trick gee-gaws on these bikes are direct bolt-on items, so you can mount them yourself with a basic tool set in most cases. If you're not up to it, though, you can also get them installed by your friendly neighborhood dealer. They know how to do it, and you can be sure that all the parts are compatible with your bike.

But let us give you a piece of advice before you go on a shopping frenzy: please refrain from ordering every single accessory from the catalog, just because it fits on your bike. Believe us, it won't make it special, but it sure as heck is guaranteed to make it look like a Christmas tree!

In the meantime we're told that the P&A trolls have retreated back to their dark hole at H-D and are already working on next year's exciting spring fashions. Until then, ride easy!

—Lafayette

2000 FXST SOFTAIL STANDARD
STOCK PRODUCTION PAINT – VIVID BLACK

FXST Suggested Retail Price: $12,560

Genuine Motor Accessories

48180-98A	**NEW** Piston Rear Axle Cover and Adjuster	$62.95
56034-00	**NEW** Pullback Risers and Handlebar Kit	$249.95
90225-00DH	**NEW** Hard Saddlebags for Softail Models - Vivid Black	$859.95
68007-99	**NEW** Bullet Style Turn Signal Kit	$127.95
56454-00	**NEW** Chrome Bobtail Fender Rack	$79.95
42632-00	**NEW** Billet Style Rear Brake Lever	$152.95
60316-00	**NEW** Chrome Lower Belt Guard - Softail	$64.95
46477-00	Chrome Lower Fork Sliders	$249.95
44477-99	Brake Caliper Insert - Classic Chrome (2)	$12.90
49016-00	Chrome Front Engine Guard	$169.95
58607-00DH	Front Spoiler - Vivid Black	$174.95
43868-99	Chrome Rocker Box Bolt Covers (2)	$31.90
44813-00	Front Stainless Steel Braided Brake Lines	$53.95
44803-00	Rear Stainless Steel Braided Brake Lines	$59.95
91408-00	Leather Tank Panel with Pouch, Concho & Braided Flap	$69.95
62896-00	Oil Temperature Dipstick	$29.95
45002-98	Chrome Upper Fork Nut Covers	$46.95
43899-86A	Chrome Front Axle Nut Covers	$19.45
43834-98	Chrome Brake Bleeder Screw Cover	$19.95
41150-98	Chrome-Plated Brass Valve Stem Cap – Acorn Grooved Cylinder with Bar & Shield	$12.95
58341-96	Softail Detachable Compact Windshield – Low Profile, Smoked Lexan"	$299.95
58350-96	Windshield Docking Hardware Kit	$55.95
45075-96	Chrome Hand Control Levers	$69.95
70222-96	Chrome Switch Housing	$119.95
45078-96	Chrome Front Master Cylinder Cover	$22.95
56199-98	Pigskin Print Leather Hand Grips	$59.95
91519-99	Dome Billet Style Mirrors (pair)	$185.00
94755-99	Bullseye Console Nut	$7.95
71056-96	Dashinator - Plain Leather	$24.95
29526-99	Flying Wheel Air Cleaner Trim	$149.95
32559-99	Flying Wheel Timer Cover	$74.95
32690-99A	Chrome Timer Cover Screw, 5-Hole	$10.95
25770-99	Flying Wheel Derby Cover	$145.95
25913-99	Chrome Derby Cover Screw Kit	$12.95
32747-99	Chrome Spark Plug Covers	$16.95
43890-93	Classic Chrome Headbolt Covers	$29.95
33760-98	Polished Stainless Steel Gear Shift Linkage – Slotted with Bar & Shield	$149.95
34635-90T	Custom Shifter Peg	$9.50
50916-90T	Custom Footpegs - Small Diameter Male-Mount (2 sets)	$71.90
43462-00	Chrome Pivot Bolt Covers	$20.95
51910-00	Softail Seat Custom Cobra Snake Skin Print	$229.95
52513-94	Mini Rail Backrest Pad	$50.95
52738-94A	Mini Rail Sissybar Upright	$47.95
52095-00	Rigid Mount Sideplates	$74.95
41026-00	Fat Boy Chrome Wheel, Rear	$439.95
54648-00	Profile Low Rear Suspension	$349.00
47300-88T	Softail Chrome Trim Set	$17.95

PRICES DO NOT INCLUDE SETUP, TITLE OR LICENSING, AND ARE SUBJECT TO CHANGE. DEALER PRICES MAY VARY.

2000 FLHT ELECTRA GLIDE STANDARD

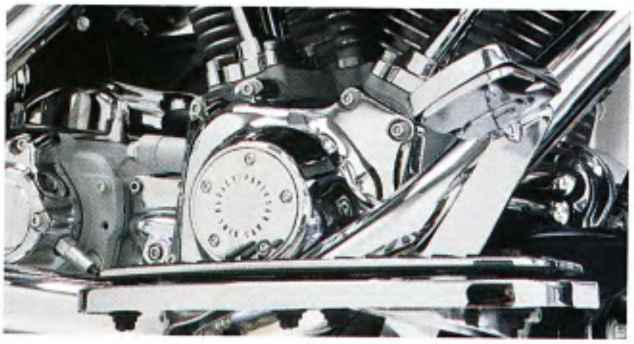
STOCK PRODUCTION PAINT – VIVID BLACK

FLHT SUGGESTED RETAIL PRICE
(Spoked Wheels) $13,680

Genuine Motor Accessories

43575-00	**NEW** Thunderstar 16" Front FLT – Black	$394.95
43780-00	**NEW** Thunderstar 16" Rear FLT – Black	$394.95
46472-00	Chrome Lower Fork Sliders	$269.95
43375-00	Chrome Front Axle Nut Covers	$36.95
68208-98	Halogen Passing Lamp Kit	$49.99
45963-97	Chrome Upper Fork Covers	$55.50
44477-99	Brake Caliper Insert – Classic Chrome (3)	$19.35
32715-98	Chrome Banjo Bolt Covers (3)	$44.85
43834-98	Chrome Brake Bleeder Screw Kit	$19.95
41149-98	Chrome-Plated Brass Valve Stem Caps – Fluted Cylinder with Bar & Shield	$12.95
59228-91	Chrome Front Fender Skirt	$45.95
26321-99A	Twin Cam 88 Chrome Oil Filter Bracket	$59.95
31724-98	Starter Solenoid Cover	$16.95
58303-96	FLHT Low-Profile Smoked Windshield	$114.95
59133-99	Bar & Shield Windshield Molding	$62.95
91945-98	Fairing Mount Mirrors (pair)	$59.95
56199-98	Pigskin Print Leather Hand Grips	$59.95
45075-96	Chrome Hand Control Levers	$69.95
45078-96	Chrome Front Master Cylinder Cover	$22.95
70223-96	Chrome Switch Housing	$119.95
32714-98	Chrome Clutch Ferrule and Banjo Bolt Cover Kit	$24.95
58313-96	FLHT Fairing Pouch	$29.95
74439-99	Oil / Air Temp Gauge Kit for FLHT	$99.95
71085-96	Dashinator – Vivid Black	$64.95
16326-99	FLHT Chrome Engine Kit	$999.95
32685-99	Twin Cam 88 Timer Cover	$15.95
32690-99A	Chrome Timer Cover Screw Kit - 5 Hole	$10.95
37946-99	Chrome Oil Hose Cover	$49.95
62858-99	Chrome Dipstick	$34.95
43868-99	Chrome Rocker Box Bolt Covers (2 sets)	$31.90
32747-99	Chrome Spark Plug Covers	$16.95
43890-93	Classic Chrome Headbolt Covers	$29.95
29279-00DH	Air Cleaner Insert for Twin Cam 88 – Vivid Black	$28.49
33760-98	Polished Stainless Steel Gear Shift Linkages – Slotted with Bar & Shield	$149.95
34535-00	Billet Style Heel/Toe Shift Lever	$139.95
25713-99	Twin Cam 88 Derby Cover	$33.95
25913-99	Chrome Derby Cover Screw Kit	$12.95
29431-97	Enrichner / Choke Knob Cover	$29.95
54631-98	Profile Low Touring Shocks	$274.95
50964-98	Engine Guard Footpeg Mounting Kit	$39.95
50131-95	Chrome & Rubber Custom Footpegs – Small	$47.95
42478-95	Chrome & Rubber FL Brake Pedal Pad, 3-Slot	$29.95
34608-95	Chrome & Rubber Shifter Peg (2)	$29.90
50176-95	Chrome & Rubber Rider Insert Kit	$89.95
50177-95	Chrome & Rubber Passenger Insert Kit	$79.95
50789-99	Adjustable Passenger Footboard Mounting Kit	$114.95
50782-91	Chrome Passenger Footboard Covers	$57.95
52961-98	Low-Profile Pillow-Look Seat	$239.95
52031-96	Pillow-Look Backrest	$124.95
53127-96B	Rear Docking Kit	$34.95
53104-97A	Front Docking Kit	$9.95
53107-96	Detachable Tour-Pak Rack	$174.95
53111-96DH	Chopped Tour-Pak - Vivid Black	$425.95
53100-96	Mini Tour-Pak Lid Rack	$72.50
45899-98	Saddlebag Filler Strip Kit, Solid – Black	$89.95
68143-98	Lighted Chrome Directional Bar	$99.95
43022-91	16" Touring Elite II Blackwall – Front	$128.44
43102-91A	16" Touring Elite II Blackwall – Rear	$135.50

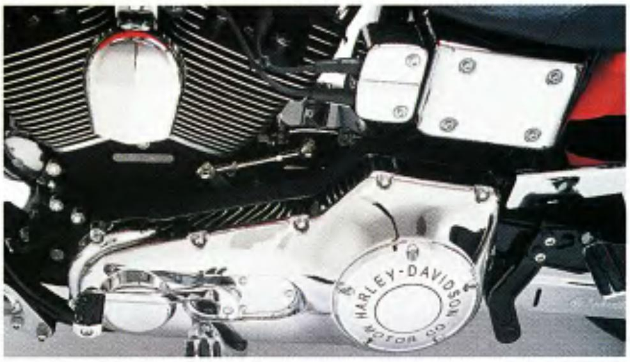
PRICES DO NOT INCLUDE SETUP, TITLE OR LICENSING, AND ARE SUBJECT TO CHANGE. DEALER PRICES MAY VARY.



2000 FXDL DYNA LOW RIDER

CUSTOM PAINT – MONOCHROME RED

FXDL Suggested Retail Price (Spoked Wheels, Black Color) $14,855



Genuine Motor Accessories

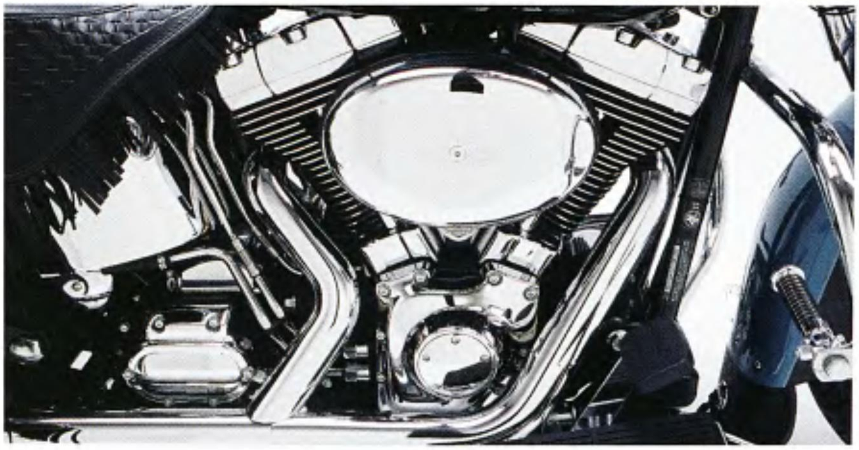
56629-00	**NEW** Windshield Bag with Leather Embroidered Logo	$59.95
56057-00	**NEW** Billet Handlebar Clamp	$59.95
33872-00	**NEW** Polished Dyna Shift Linkage	$83.95
46487-00	Chrome Lower Fork Sliders	$239.95
18248-99	Lifter Block Cover	$59.95
66018-99	Engine /Transmission Interface Cover Kit	$62.95
43868-99	Chrome Rocker Box Bolt Covers (2)	$31.90
60475-97A	Chrome Lower Belt Guard	$49.95
91346-00	Chrome Sprocket Cover	$44.95
44477-99	Brake Caliper Insert – Classic Chrome (2)	$12.90
58034-96	Detachable Compact Windshield, Standard Height – Clear Lexan	$259.95
58164-96	Windshield Docking Kit	$64.95
68517-94A	Front Directional Relocation Kit	$28.95
49007-90	Chrome Engine Guard	$169.95
68913-98	Engine Guard Mount Fog Lamps	$124.95
43834-98	Chrome Brake Bleeder Screw Kit	$19.95
41150-98	Chrome-Plated Brass Valve Stem Cap – Acorn grooved cylinder with Bar & Shield	$12.95
74577-97	Voltage Regulator Cover	$31.95
91519-99	Dome Billet Style Mirrors (pair)	$185.00
56263-96	Chrome & Rubber Horizontal Hand Grips – Large	$48.95
45075-96	Chrome Hand Control Lever Kit	$69.95
70222-96	Chrome Switch Housing Kit	$119.95
45078-96	Chrome Front Master Cylinder Cover	$22.95
32714-98	Chrome Clutch Ferrule & Banjo Bolt Cover Kit	$24.95
45207-97	Front Stainless Steel Braided Brake Line	$119.95
44801-00	Rear Stainless Steel Braided Brake Line	$49.95
62803-97	Self Locking Fuel Cap	$39.95
61655-91	Chrome Fuel Tank Trim Panel	$66.50
67189-95	Chrome Instrument Housing	$59.95
45702-96	H-D Motor Co. Fork Stem Cover – Chrome	$9.95
32047-99	H-D Motor Co. Timer Cover – Chrome	$14.95
32690-99	Chrome Timer Cover Screw Kit – 5 Hole	$10.95
25338-99	H-D Motor Co. Derby Cover – Chrome	$32.95
25913-99	Chrome Derby Cover Screw Kit	$12.95
43864-96	H-D Motor Co. Front Axle Nut Covers – Chrome	$20.95
43880-96	H-D Motor Co. Hex Bolt Covers, 1/2" – Chrome	$15.95
43892-96	H-D Motor Co. Hex Bolt Covers, 9/16" – Chrome	$15.95
94527-95	H-D Motor Co. Allen Hole Plugs, 1/4"– Chrome (2)	$15.00
32745-99	H-D Motor Co. Spark Plug Covers – Chrome	$17.95
43884-96	H-D Motor Co. Headbolt Covers – Chrome	$32.95
54341-96	H-D Motor Co. Shock Tower Covers – Chrome	$24.95
44095-96	H-D Motor Co. Caliper Insert, 1 3/8" – Chrome (installed on oil dipstick)"	$5.50
62860-99	Chrome Oil Dipstick – Insert Style	$34.95
42617-99	Chrome Rear Brake Lever	$89.95
50130-95	Chrome & Rubber Custom Footpegs – Large	$49.95
50131-95	Chrome & Rubber Custom Footpegs – Small (2 pair)	$95.90
34608-95	Chrome & Rubber Custom Shifter Peg	$14.95
49127-77A	Footrest Supprots (2)	$48.00
64245-97	Dyna Leather Tool Box	$109.95
52888-98	Dyna Solo Bucket Seat	$149.95
52893-98	Dyna Solo Bucket Seat – Matching Passenger Pillion	$89.95
51667-98	Touring Backrest Pad	$59.95
52655-84	Low Sissy Bar Upright – Medallion-Plate Style	$59.95
32510-77	Sissy Bar Upright Adhesive Medallion, Made in USA – Small	$9.95
53543-95	Detachable Sissybar Sideplates	$129.95
53527-95A	Dyna Docking Hardware Kit	$29.95
53711-96A	Sport Rack	$99.95
90300-98	Dyna "Big Bag" Saddlebags	$599.95
65124-97	Harley-Davidson 2-into-1 Exhaust System	$429.00

PRICES DO NOT INCLUDE SETUP, TITLE OR LICENSING, AND ARE SUBJECT TO CHANGE. DEALER PRICES MAY VARY.

2000 FLSTS HERITAGE SPRINGER

CUSTOM PAINT – '65 STYLE DEEP TURQUOISE & VIVID BLACK

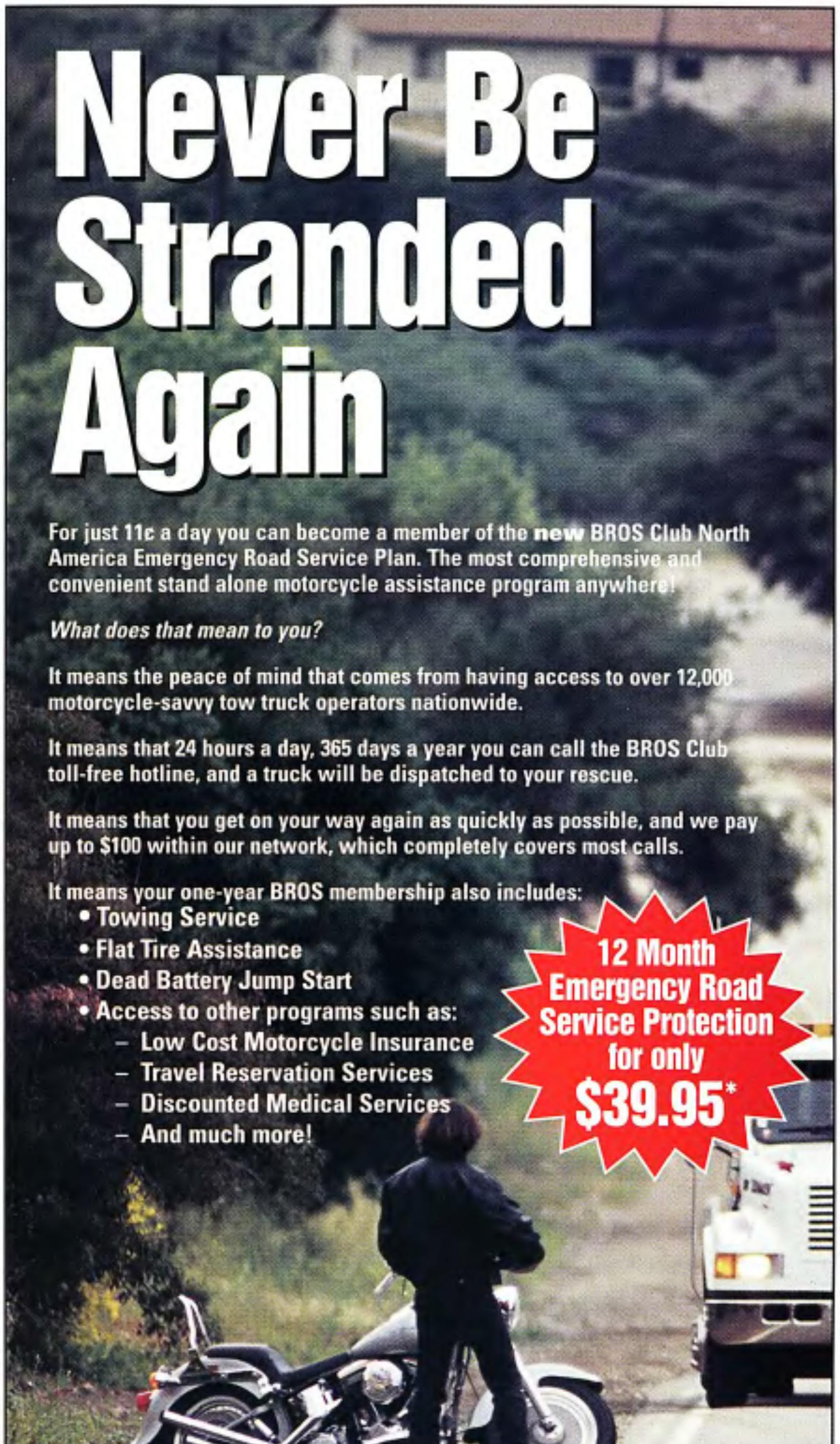
FLSTS Suggested Retail Price (Black Color)
$17,575



Genuine Motor Accessories

49004-00	Chrome Front Engine Guard	$169.95
18262-00	Lifter Block Cover	$59.95
43868-99	Chrome Rocker Box Bolt Covers (2)	$31.90
56622-99	Chrome Handlebars, FLSTS	$39.95
51564-00	Heritage Springer Seat with Rider Backrest	$629.95
50955-00	Heritage Springer Passenger Footboard Kit	$195.00
90345-90A	FLSTC Replacement Bracket Kit (2)	$15.90
49258-00	Rear Saddlebag Guard Rails	$179.95
47596-91B	Chrome Swingarm Axle Covers	$69.95
52094-00	Chrome Rigid Sideplates	$74.95
58772-97	Detachable King Size Windshield	$274.95
58907-96	Windshield Docking Hardware Kit	$59.95
57816-98	Heritage Springer Leather Windshield Bra – Black Trim	$59.95
52931-99	Leather Windshield Bag with Black Trim	$79.95
67750-88T	Classic Chrome Headlamp Visor	$11.50
67783-78T	Classic Chrome Passing Lamp Visors	$15.50
68775-93T	Passing Lamp Trim Rings	$19.95
91117-97	Front Fender Rail & Stanchion Kit	$69.95
59218-97	Heritage Springer Front Fender Tip	$29.95
43161-97	Teardrop Axle Covers	$64.95
43834-98	Chrome Brake Bleeder Screw Covers	$19.95
32715-98	Chrome Banjo Bolt Cover (2)	$29.90
41150-98	Chrome-Plated Brass Valve Stem Caps – Acorn Grooved Cylinder with Bar & Shield	$12.95
91968-98	H-D Script Teardrop Mirrors (Pair)	$84.95
59027-99	Leather Mud Flaps with Black Trim (2)	$99.90
45075-96	Chrome Hand Lever Kit	$69.95
56275-96	Nostalgic Hand Grips	$48.95
32714-98	Chrome Clutch Ferrule & Banjo Bolt Cover Kit	$24.95
45078-96	Chrome Front Master Cylinder Cover	$22.95
70222-96	Chrome Switch Housing Kit	$119.95
71117-96	Dashinator – Vivid Black	$79.95
32679-99	Chrome Domed Timer Cover, 5-Hole	$13.95
32690-99A	Chrome Timer Screw Kit – 5 Hole	$10.95
29550-99	Twin Cam 88 Nostalgic Air Cleaner Cover	$54.95
43911-95	Bar & Shield Headbolt Covers – Chrome	$32.95
29431-97	Enrichener / Choke Knob Cover	$29.95
25913-99	Chrome Derby Screw Kit	$12.95
33816-98	Polished Stainless Steel Shift Linkage – Round	$99.95
90345-90A	FLSTC Replacement Bracket Kit (2)	$15.90
50964-98	Highway Peg Mounting Kit	$39.95
49128-82	O-Ring Footpegs- Small	$26.95
49149-84A	O-Ring Shifter Peg (2)	$39.90
50205-97	Leather Rider Footboard Fringe	$65.95
50956-98	Leather Passenger Footboard Fringe	$40.95
50193-96	Concho Passenger Footboard Covers	$62.95
52615-97	Heritage Springer Passenger Backrest with Concho	$69.95
52735-85	Low Sissybar Upright – Medallion-Plate Style	$59.95
51903-98	Heritage Springer Leather Sissybar Bag with Basket Weave Pattern – Black Trim	$81.95
91235-97	Chrome Bumper and Fin Kit	$225.00

PRICES DO NOT INCLUDE SETUP, TITLE OR LICENSING, AND ARE SUBJECT TO CHANGE. DEALER PRICES MAY VARY.



Fatitude With Attitude

INTRODUCING THE WEERD BROS.

We first met this pair of purebred party pit bulls from Amsterdam at their first U.S. bike rally, the 1997 Laughlin River Run. They were sharing a booth with some other guys, and all they had were two tough-looking, killer fat-tire bikes, two cool jackets, some really nice Dutch front end parts, and some beer. We liked 'em right off; they had plenty of attitude!

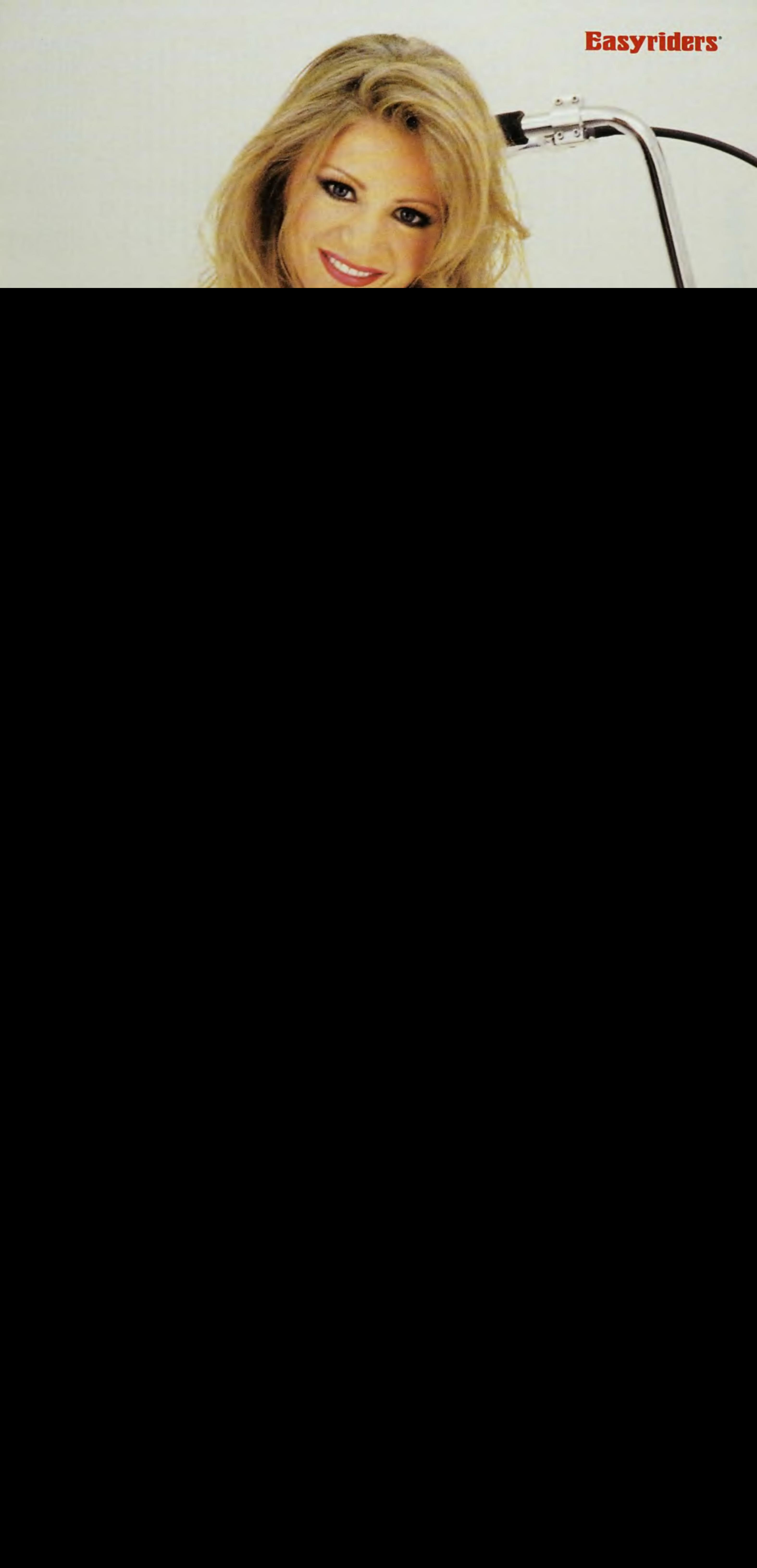
Jason and Drew, The Weerd Bros., are importers of fine European bike parts (and, yes, they really are brothers). They build bikes that are a huge departure from the ride-in-the-back-of-a-dualie billet barges or the show-chromed-retro, trailer-lovin' choppers you see at rallies these days. These guys ride and love their fat-tire bikes! That's what made their machines stand out in

the crowd of clone scoots. They were making a statement without even trying. They were being themselves—Weerd!

The Weerd Bros., now based in Phoenix, Arizona, are as real as it gets. They like clean, tough bikes with monster meat on the ground. We got to talking about their bikes and some of their one-of-a-kind parts, like having a fat 200-series Metzeler on a beautiful 6-inch rim in the back, and a 170 on a 5-inch rim up front. They had impressive extra-wide and super-fat front ends, rims, and frames. Remember, this was 1997...

Fast forward one year. October 1998. I'm on vacation in Amsterdam with the Weerd Bros., partying and getting a taste of European bike building. We visited SJP, manufacturers of the fine front ends and other products The Weerd Bros import. Drew, Jay, and I also attended a bike show in Germany (High-Performance) where the fat-tire craze was already in full swing and Avon Tyres unveiled the new, super-huge 230 series tire. I could see the Weerd Bros.' mental wheels spinning and smell the smoke.

Party pitbulls Jason and Drew Weerd stand proud with their super-fat scoots.


Easyriders

passin' gas

When Ma and Pa first arrived on the homestead, Pa installed a big bell on the front porch and told Ma, "If trouble comes while I'm out a-workin' the fields, then you jist ring this here bell, and I'll come a-runnin'."

The next day, Pa hears the bell clanging and tears off for home. He gets there and Ma says, "Them young'uns been givin' me a hard time about doin' the chores, and little Clem, he done stuck his finger in the dog's arse without washin' his hands afterwards."

Pa hollers, "Dagnab it, woman, you mean I jist ran all the way in from plowin' them fields for this? Next time it better be important!"

The next day, Pa hears the bell and hauls ass to the farmhouse again—only to find Ma crying next to a broken clothesline, with laundry scattered everywhere. "Pa," she wailed, "a big black bull done came tearin' through the yard and ruint all my clean washin'."

Barely holding himself back, Pa roars, "I told you not to ring that goldurn bell unless somethin' *bad* was goin' on! If'n this happens again, I'm gonna whack yore haid with a board!"

On the third day, Pa hears the damned bell ringing again and, grabbing up a board, heads for home. When he arrives, Ma is clinging to the porch rail with a spear in her back, the house behind her is in flames, and all the children, chickens, and dogs are lying dead in the front yard, shot full of arrows.

Pa looks at Ma and says, "Now that's more like it."

Big D
Funtown

Why was President Clinton so hesitant to get involved in the Elián González custody situation?

Because the last time he had anything to do with a Cuban, he wound up getting impeached.

"Red Man" Redland
Siren City, Texas

A graybeard bro in his mid-80s dragged his butt out of the rocking chair and was pulling on his jacket when his ol' lady asked, "And where are you off to, old man?"

"Down to the doctor," he answered.

Surprised, his ol' lady asked, "Why, are you sick?"

"Nope," he said. "I decided I'm gonna get some of those new Viagra pills."

Hearing that, his equally elderly ol' lady got up out of her own rocker and started putting on her sweater.

"So where are you headed, woman?" he asked.

"I'm going to the doctor, too."

"What the hell for?"

She told her ol' man matter-of-factly, "If you're about to start using that rusty old thing again, I'm gonna get me a tetanus shot."

Rocky
Palm Beach, Fla.

On the theatre front, we hear that actress Kathleen Turner's nude scene in the London stage production of *The Graduate* has been such a hit that the play has had its run extended by six weeks.

So how comes she still looks so good at her age?

"One word: plastics."

Greenwall Wethersfield
Pirate's Cove

It was Mother's Day, and Crusty and his family were sitting down to dinner, but it was pretty obvious by his ol' lady's silence that she had a bug up her ass. Finally, Crusty asked her what was wrong.

"Not a thing," she said shortly.

Not buying it, Crusty asked again. "Seriously, babe, what's wrong?"

"Do you really want to know?" she snapped. "Well, I'll tell you—I've cooked and cleaned and fed the kids for 15 long years now, and on Mother's Day you don't even tell me so much as 'Thank you.'"

"Well, why the hell should I?" objected Crusty. "Not once in 15 years have I ever gotten a single Father's Day gift!"

"Well, no," she conceded. "But I'm their real mother."

Flame-Keeper
The Inferno

From the promenade deck of the luxury cruise ship, every passenger was peering afar at a haggard, bearded man on a small island who was shouting and desperately waving his hands.

"Who is that?" one of the vacationers asked the captain.

"I've no idea," said the captain. "But every year when we pass, he really goes apeshit."

TWiX Bar
The Internet

Unlucky Lou was standing on the railing of a high bridge, gathering the courage to end it all, when he happened to look down and see a little guy with no arms, dancing all around on the riverbank. "Maybe life isn't so bad after all," Unlucky Lou thought to himself and, reconsidering, climbed back down from the railing. He then walked down to the riverbank to thank the diminutive man for saving his life.

"I owe ya," he said. "I was gonna jump off that bridge and kill myself, but when I saw you down here dancing, even though you have no arms, I changed my mind."

"I ain't dancing," the armless man replied bitterly. "My ass itches, and I can't scratch it."

Tangerine Maelene
Lafayette, Ind

Face it—everybody can use a good laugh now and then. That ain't to say you're gonna find one on these pages, but whatdahell, we hadda fill the space somehow, and you're at least bound to run into a gut-grabbin' groaner or two. Think you can do better? Prove it. Send us your best stuff. We'll pay $40 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to: Jokes, c/o Easyriders, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail them to us at PaisanoPub@aol.com.

Fast forward again another year or so to bring us up to just a few months ago. I got a call from Drew, who told me, "I've got something to show ya. You gonna be at the Love Ride?" The red and blue monsters before you are the Weerd Bros.' latest creations. Fat-itude with attitude. I didn't get to see 'em run at the Love Ride, but when I got to Arizona Bike Week I found Jason had been seeing (oh, that poor clutch) how many licks it takes to get to the center of a new Avon 230 tire with his new rigid pit pig.

Drew, being the older, wiser, married brother,

rides the red Softail, saving his marital assets. His Softail is a little more user friendly (kinda reminds me of Santa's sleigh) with goodies like rear suspension, electric start, five-speed tranny, and belt-drive. "I wanted a bike I could ride distances and that people might want for themselves," says Drew. "We can re-create my bike with off-the-shelf parts we stock."

Jason, the hard-headed, hard-assed single little

brother, prefers the rigid. He says, "It's got bad-assnisity and keeps the nuts tough." His bike is a kick-only, chain-driven rigid. If you like it Weerd or you think *fat* is where it's at, then don't miss the October issue of *Biker,* where you can find out all the details on Jason's pistol-packin', attitudinal rigid and see some more of our model, Miss Amber Michaels. If you can't wait for that, give 'em a call for a catalog at (623) 869-9477, or check 'em out on the Web at www.weerdbros.com. You can also check Amber's novelty ass paintings (trust us, it's worth it) at www.amber_michaels.com.

What's in the Weerd Bros.' future? I hear Metzeler just fired back in the big tire wars with a new 240 tire. Can ya smell the smoke?

—Stan Miles

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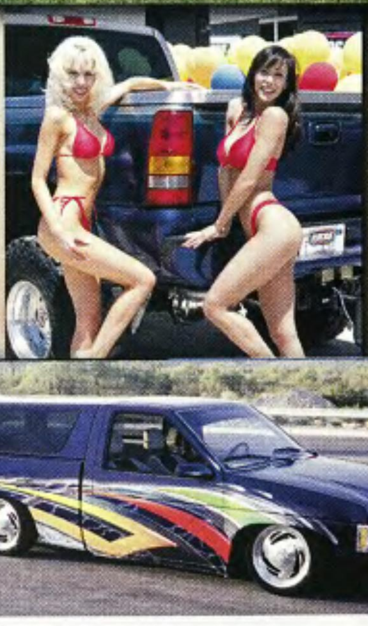

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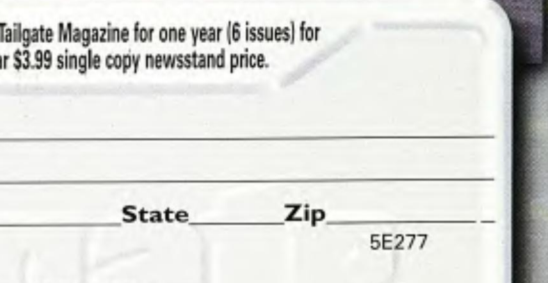

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Suck, Bang, Blow

EASYRIDERS 2000 EXHAUST SYSTEM GUIDE

Short of trying to count all the trees in the Black Forest, lookin' at all the possible carb, intake manifold, head modifications, and exhaust pipe combinations available to today's bike owner is about the next closest thing. This year's Exhaust System Guide attempts to give you an overview rather than a 40-page discourse, so what we're doin' here is saving the forest so you can make sense of the trees, sort of.

A biker's baker's dozen of exhaust system manufacturers are presented here to give you a glimpse of what's new for V-twins. The really smart thing to do, of course, is for you to talk to your mechanic about the particular suck/bang/blow setup you presently have and find out what will best enhance the exhaust end.

A 2-into-1 pipe setup, for example, might work fine on your buddy's scoot, but does he have the identical carb/cam/headwork configuration you do? Well, unless the answer is an unqualified "Yes," ya might wanna go the extra mile and ask your Righteous Wrench what he thinks.

Meanwhile, here's a brief gander at the backside of combustion . . . ***—Captain Trash***

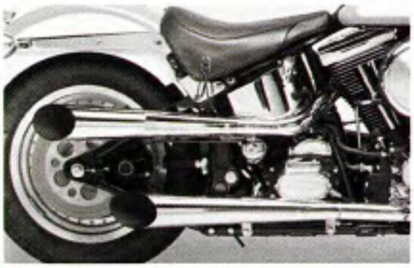
Bartels' Performance
(310) 578-9888
www.bartelsperformance.com

Staggered Duals for 2000 Softails

Bartels' 60-degree slash-cut, staggered duals come with 1 3/4-inch seamless header pipes of equal length. The exhaust system provides clearance with Heritage saddle bags, features a reverse cone perforated tube baffling system (repackable), and comes complete with hardware for true bolt-on performance. (BPP ET2030A or H-D 65459-84A mounting bar required for installation.)

Hi-Low Exhaust System

These flared duals fit all 2000 Softails and includes beautiful full-length heat shields. They are designed to look like big pipes, not clamp-on heat shields. You'll need a BPP ET2030A or H-D65459-84A mounting bar for installation. Considering Bartels' racing reputation, these



bolt-on back pressure cookers might be just the thing to push those Dyno numbers right where ya want 'em.

Bassani
(714) 680-0911
www.bassani.com

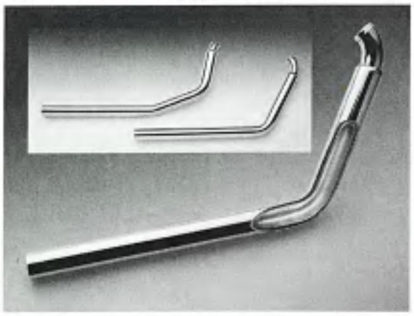
Bassani Slash Cuts

Designed specifically for Road King, Dresser, and the latest Twin Cam models these new slip-on mufflers measure 32 inches in length and 4 inches in diameter at the tip. Bassani's new slash-cuts slip fit over the factory pipes and utilize stock mounting hardware. Flow-through tunable baffles are replaceable and each pipe features a show-quality chrome finish. Distributed exclusively by North County Customs.

Pro Street Pipes

Barhoppers, street scorchers, and just about any Harley rider looking to enhance the performance and appearance of his, or her, machine can check out these new Pro-Street pipes. Offered for both Softail and Sportster applications, they feature 16-gauge steel construction with stepped head pipes, slant or straight-cut tips with Bassani's unique tunable/replaceable flow-through baffle system. Distributed exclusively by North County Customs.

Custom Chrome
www.customchrome.com



Dyno Power 2 1/4-inch Pipe In Pipe

These straight-cut end combustion catchers feature a 1 3/4-inch internal pipe within a chrome plated 2 1/4-inch outer, requiring no heat shields to hide bluing because it's nonexistent. Mounts to OEM exhaust brackets on 1984-1999 Softails. Fits 2000 models with additional purchase of early model mounting bracket.

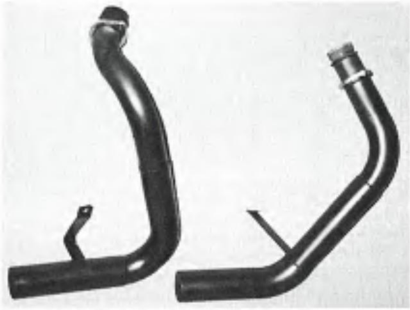
Doss Twister V-Bend Exhaust Pipes

Rick Doss' Twister pipes snake around the tranny and point covers to highlight the rest of the scoot in proper fashion. Each set includes heat shields, necessary hardware, and brackets. They're available in short and long drag pipe versions and tapered muffler version to fit all Softail models from 1984 through 1999 (except models with saddlebags).

Cycle-Rama, Inc.
(727) 546-0889
www.nightrider.com/cyclerama

Custom Drag Pipes

With their one-off, 18-gauge mild steel, 1 7/8 and 2.5-inch pipes, you can expect over and above the standard 15 percent increase from general high-performance exhaust systems. They fit anything from



80- to 131-cubic-inchers, stock to stroker motors (big twin, Sportys or Buells). Send Cycle-Rama a dyno printout and an engine tech sheet, and they'll dial you in big time.

Cycle Shack
(650) 583-7014
www.cycle-shack.com

1-3/4" Sidepipe System

Available in tapered, "SS," and turnout versions, these pipes fit 1984-1999 Softails, as well as 1985-1986 4-speed FX, FXSB, FXEF, and FXWG Evo swingarm models. These pipes all reuse stock flange rings, gaskets, and hardware (including either O.E. #65459-84A or #65459-95 factory bracket). Not legal for highway use on catalyst-equipped California models.

Drag Specialties
www.dragspecialties.com

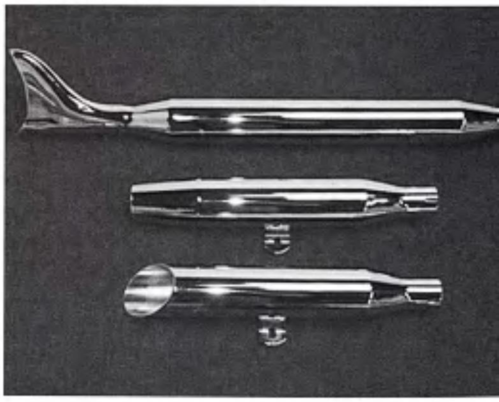
Drag-DHD "BoomCan" Slip-On Mufflers

Late '85 - 2000 Dressers (FLT, FLHT, FLHTC, FLHR, FLHS) can be modified with this slip-on vertical slash-cut muffler installation that comes with removable baffles that can be packed should you feel the need to tone down the exhaust note. Mounting hardware is included, with a packing kit sold separately.

Drag-Hotop 2-Into-1 Collector System

Also for late '85-2000 Dressers (FLT, FLHT, FLHR, FLHS), this exhaust system includes a one-piece right rear head pipe and muffler, and it uses the existing OEM front headpipe. All mounting hardware is included, and optional end caps are available. The 2-into-1 design improves motor breathing, and it enhances existing modifications.

Kraft/Tech
(818) 837-3520
krafttech@earthlink.net



Custom Exhaust Systems

If you own a Pan, a Shovel, an Evo, a Twin Cam or a Sporty, these guys make 16-gauge steel pipes for you. Yeah, it sounds vague, but any Midwest distributor can fill you in on the infinite details. Besides, it's getting frighteningly close to our editorial deadline, but seriously folks, Kraft/Tech's hand-polished, nickel-chrome-plated pipes have Mil Blair's name behind them. You old-timers, please explain it to the youngsters

Jesse James
(562) 983-6666
www.westcoastchoppers.com

Hell Bent Exhaust System

The boys from Long Beach are definitely hell bent. Hand-fabricated by West Coast Choppers for motors from 80 inches to 131 inches, these pipes will fit any Evolution Softail. They are available in three sizes: 1 3/4-inches, 2 inches, and 2 1/4-inches. The show-quality chrome plating ain't no slouch neither

Mid-USA/Powerhouse
(800) 632-0024
www.mid-usa.com

Classic Drag Exhaust for Softail and FX Evolution

These 40-inch long drag pipe exhaust sets have brilliant chrome finish and mount to OEM hanger brackets and come with hidden channel mount and tab mountings. They fit FXST/FLST Evos 1984 and later and 4-speed FX Evolutions from 1985-1986. Exhaust port gaskets, pipe clamps and retaining rings not included.

Dual Exhaust Systems for Softail and FX Evolution

Available in either slash-cut or tapered-style mufflers, these sets feature 1 3/4- or 2-inch diameter head pipes and hidden channel mounting complete with T-bolts. They fit FX 4-speed 1985-1986 and Softail models 1984 and later. You'll need to use OEM hanger brackets to mount these rascals.

Paughco
(800) 423-2621
www.paughco.com

Paughco Independent Dual Crossover Pipes

These 1 3/4-inch custom-shaped pipes are designed for a precision fit to '95 and later Dressers. The show-chrome plated pipes are supplied with mounting hardware and will accept a wide variety of stock or custom mufflers. Additional dual crossover styles for big twin models from 1936 to the present are available.

Classic Paughco Rocket Tips

1995 and later Dressers running 1 3/4-inch pipes can be outfitted with these 18-, 22 1/2-, and 31-inch length mufflers that sport a 3-inch diameter. The dyno tested baffles provide increased flow and performance, in addition to making your pipes sing a distinctive exhaust note. These '60s era additions come chrome plated.

Samson
(714) 518-2840
www.samsonusa.com

2 1/4-inch Big Gun Rip Saws

They're available for a wide range of Sportsters, Softails, and Dyna/FXR models. They're hand-polished before being chrome-plated, and they come with all necessary mounting hardware and instructions. Optional heat shields are available as well.

Rolling Thunder Oval Muffler

The M-147 Miter Cut Oval and M-148 Slant Cut Oval are two new additions to Samson's 2000 line. Both styles are designed for 1995-2000 Dressers and Road King models with fuel injection or carburetor.

White Brothers
(800) 854-1899
www.whitebrothers.com

E-series 2-Into-1 Exhausts

With claims of producing five more horsepower than their nearest competitor and 15+ horsepower than most other exhaust systems, White Brothers pipes definitely throw down the g-force gauntlet. Tunable discs provide power gains for stock and modified motors throughout the entire rpm range. All hardware is included for installation.

Porker Three-inch Slip-Ons

These complete replacement mufflers made of heavy wall steel tubing use stock OEM header pipes for a wide range of 2000 models. Standard baffles feature extra-long core with fiberglass wrapping, providing much less back pressure than standard muffles. Louder 1 3/4-inch perforated core baffles are optional. Custom end caps are also available.

Xzotic Cycle Products
(214) 467-0989
www.xzoticcycleproducts.com

Turbo Shotgun Pipes

Xzotic's 2 1/8-inch, heavy 16 gauge version of a discussion ender features upswept slash-cut goose out ends that are chrome-plated. Not pictured, but worth mentioning, are Xzotic's Blower series (2 1/6-inch, 16-gauge) and their 1 3/4-inch Dragster pipes, 31 inches in length.

Fuelee Pipes

The folks at Xzotic Cycle are short on talk but long on performance delivery. For 2000, they've got several new styles of exhaust that blow away old ideas of exhaust pipes. The Fuelee series is made of 2 1/8-inch heavy, 16-gauge steel, and they come either chrome-plated or raw.

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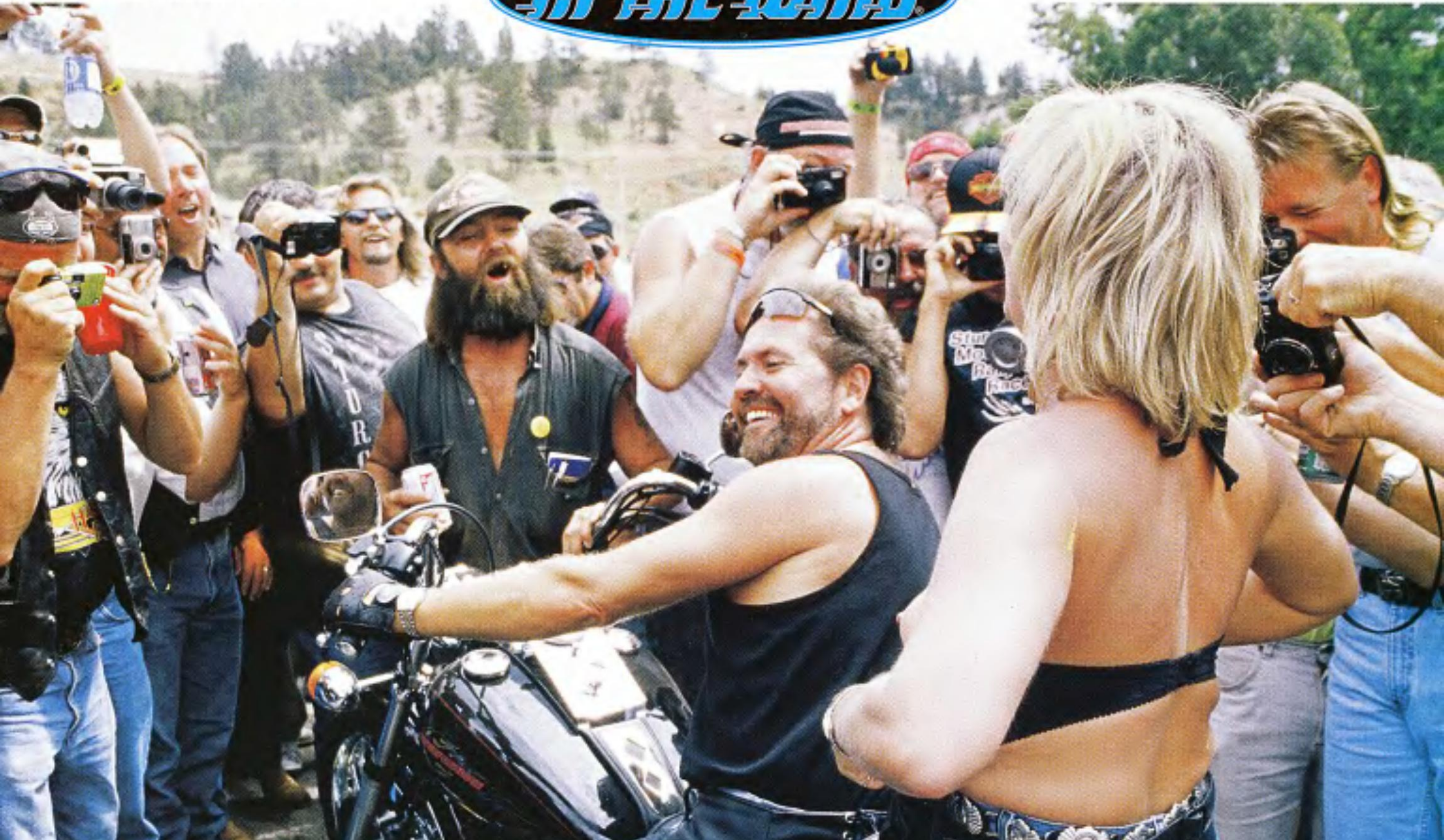
5

Rebel without a care. —Jill Cohn, Thornton, Pa.

IN THE WIND

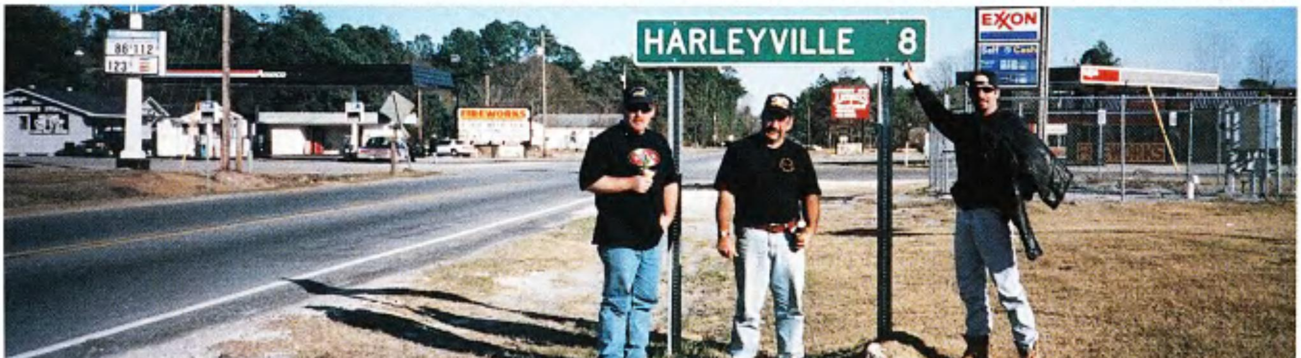


"Wow, another girl with three tits!" —Nate Ullrich, Hulett, Wyo.

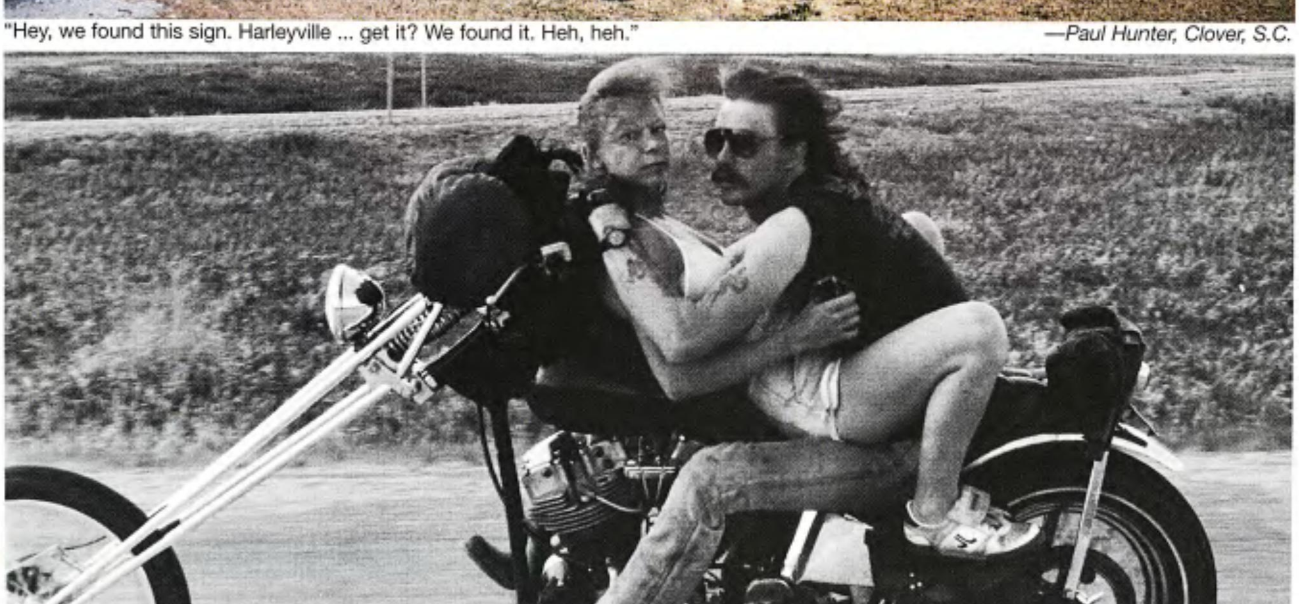
"Of all the world's tits, these are mine!" —*Dan Bonsteel, Sturgis, S.D.*

"Suckle this!" —*Cary Dowdy, Little Sturgis, Ky.*

"Please don't let this be a squad car." —*Jason Davis, Meigs, Ohio*



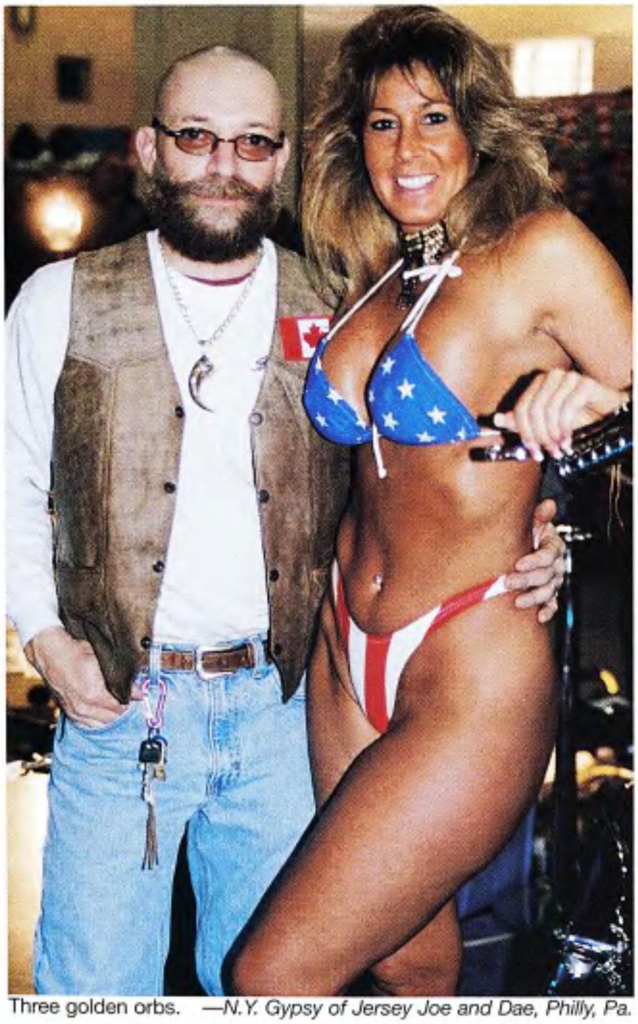
"Hey, we found this sign. Harleyville ... get it? We found it. Heh, heh." —*Paul Hunter, Clover, S.C.*

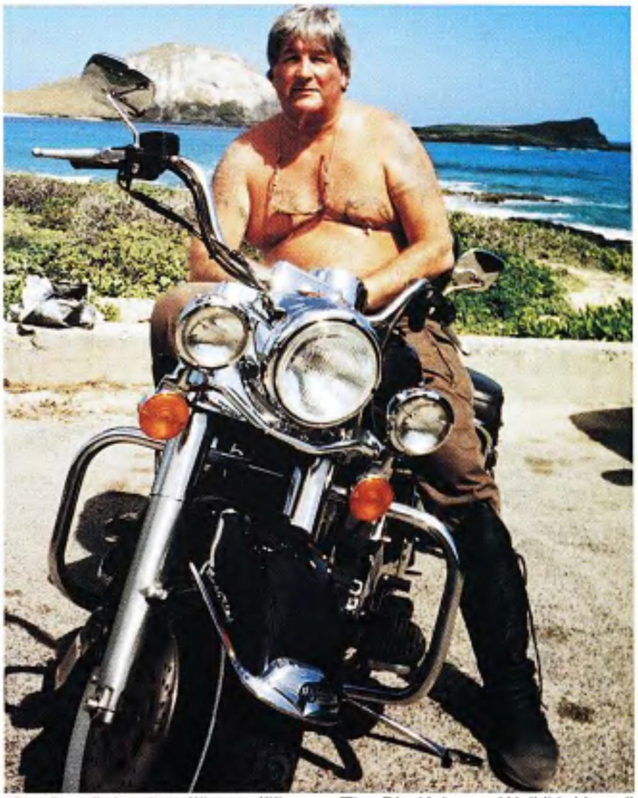


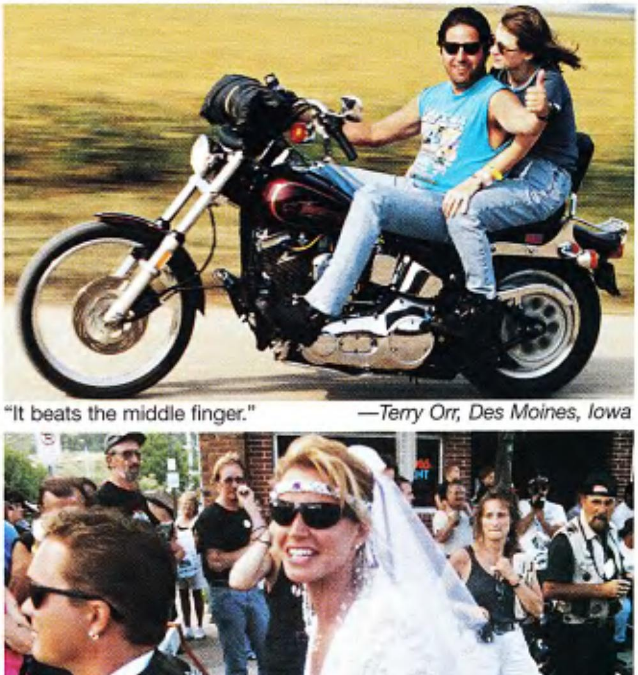
"Can't ya see we're friggin' busy?" —*Donna and Bill Ritenour, Bloomington, Minn.*

"Who peed in here?" —*Robert and Terri McConnell, Shreveport, La.*

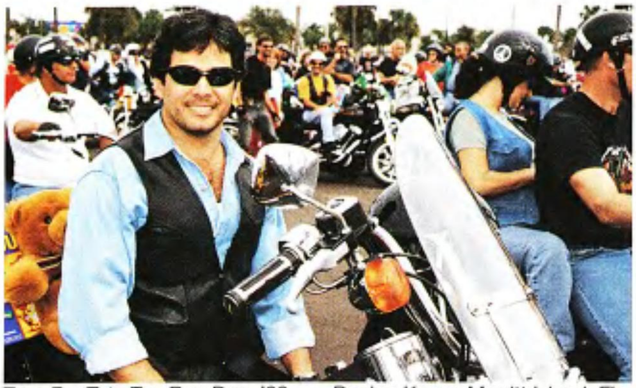
"Take me drunk, Officer, I'm home." —*Judy Brown of Spike, Sals., N.C.*


Three golden orbs. —*N.Y. Gypsy of Jersey Joe and Dae, Philly, Pa.*


"Don't pull the ring, I'll go off!" —*The Big Kahuna, Waikiki, Hawaii*


"It beats the middle finger." —*Terry Orr, Des Moines, Iowa*

"Look, Ma, we're eloping, an' I'm preggers, too!" —*Bill Lister, Sturgis*



Toys For Tots Toy Run Dec. '99. —*Regina Koury, Merritt Island, Fla.*

"Shit, Rufus, I though *you* were steerin'." —*Pit, Sun Tan Lake, N.J.*

Love is packin' on long-haul Hogs. —*Steve and Dana Verburg, Dale City, Va.*

"Hey, asshole, come back here with my bra!" —*Pit of Paula, Bound Brook, N.J.*

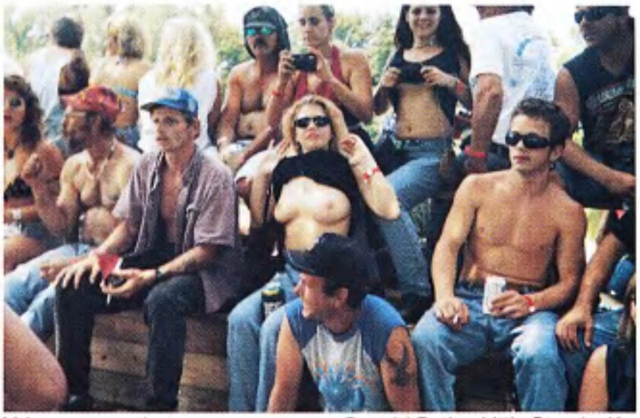
"I am Natasha ... obey me!" *—Herry Panzer, Klettgau, Germany*

Headed to Bike Week. *—Mike Menasco, Wilburton, Okla.*

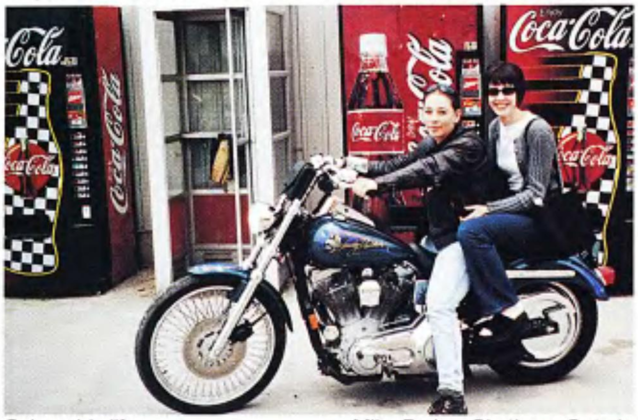
"If I'm elected, I'll hang 12 CDs from my nipples." *—Doug Hoover, Cabbage Patch, Daytona Bike Week '99*

"Here, babe, the first one's free." *—Bryce McIntosh, Bike Week 2000, Daytona Beach, Fla.*

Stephanie's first ride. —*C.C. Hamill, Grand Terrace, Calif.*

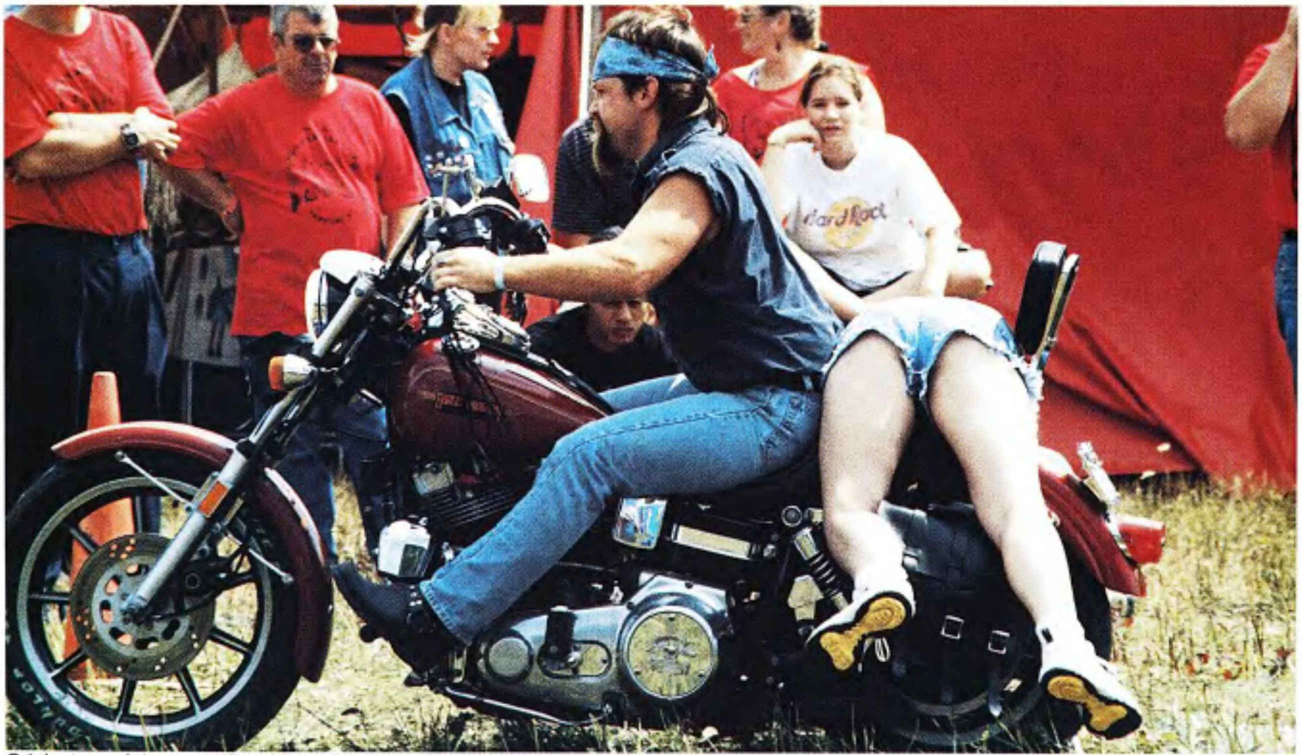


Yabos among the masses. —*Donald Butler, Little Sturgis, Ky.*



Coke adds life. —*Mike Parker, Chatham, Ontario*

"We call 'er Uni-boob Barb." —*John Harper, Port Dover, Ontario*



Originators of the term "Drunk and Disorderly." —*Ray Gerwitz, Hunter Harley Fest, N.Y.*

Each month, the best pictures our readers send us are printed here. We can use only good, in-focus, black-and-white or color prints, color slides (35mm, 2-1/4, 6 x 7, or 4 x 5) or digital art. Whether it's the exhilaration of a dude and his chick flyin' down the road, an all out biker bash, or a hot babe showin' her stuff—these photos typify the fun, excitement, and freedom of biking. (Oh, yeah—we now pay $100 for every full-page color photo, $50 for half-page color photos, $40 for color photos printed smaller than half-page and $30 for each black-and-white picture printed.) Please label all the photographs you send with your name and address. Also, if you want your photos returned, please include a self-addressed, stamped envelope (SASE). Mail to: *Easyriders* In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000. WE NOW ACCEPT DIGITAL PHOTOGRAPHY!

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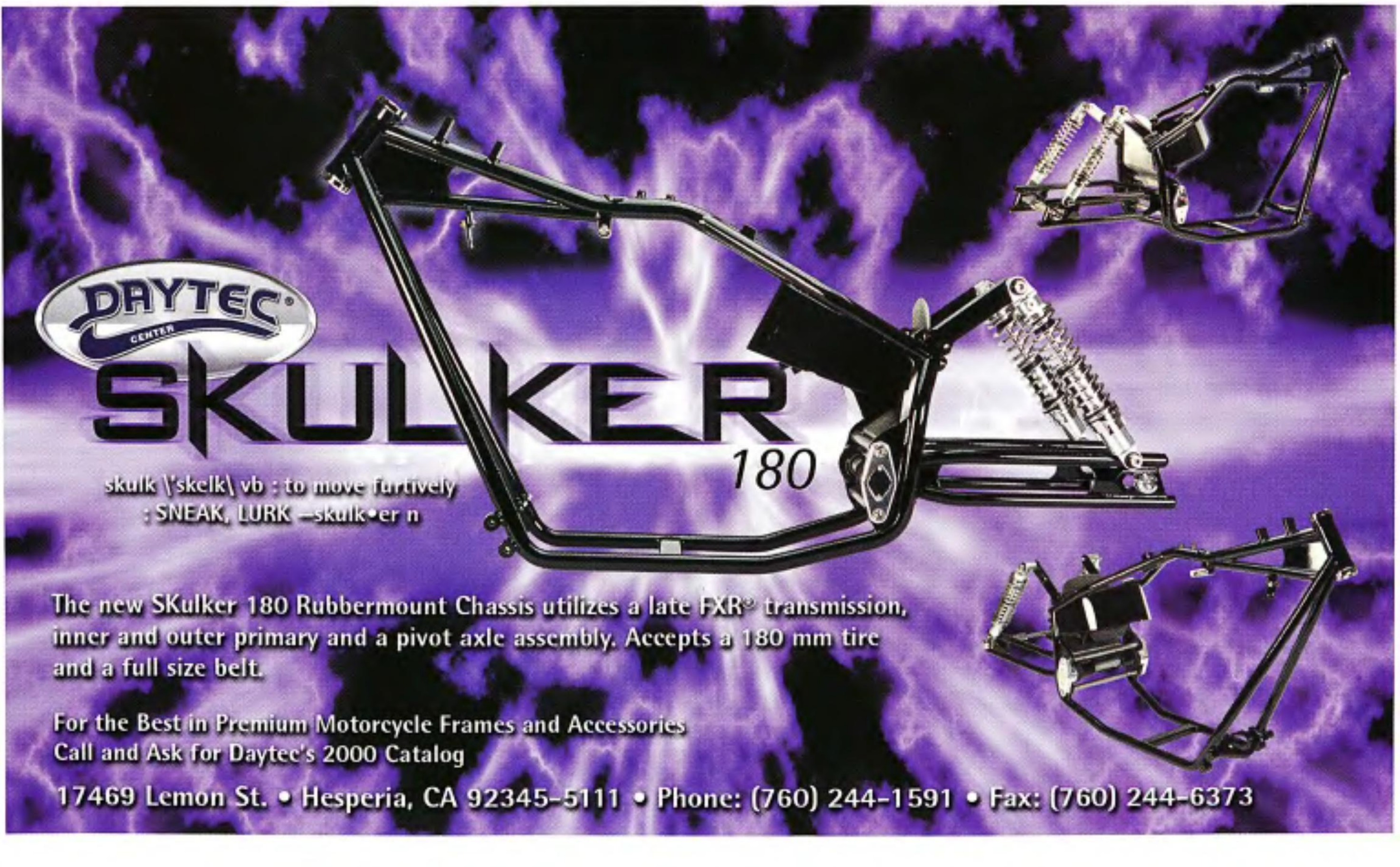

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The 3-DAY Pan

A complete, running Panhead in just three days? Well, kinda ... add a day for hooking together the wiring and electrics in a Daytona Beach hotel parking lot and *poof!* Similar to the seven days required to create Earth, Jim Amiot delivered this Panhead in just four.

We first met Jim a few years ago at our Easyriders Bike Show in Columbus, Ohio. He brought his Silver Bullet Softail, which made our June 1999 cover. One glimpse at Jim's flawless work influenced us to ask if he had anything else magical in the works. Turns out he did. "I just put together this old '55 Pan that's my daily ride," Jim told us and then added, "Oh, yeah, I built and assembled her in three days!"

As the story goes, Jim was packing parts, frames, wheels, and a spare carb or two into boxes to take to Daytona to sell. The appearance of an old Atlas frame was the inspiration for this three-day miracle. An immediate call to his cousin (the painter) used up 12 months' worth of favors by asking for a complete paint job in just two days.

Challenged to bring a fresh ride to Daytona, Jim pulled out an old Pan motor and tranny that he'd bought five years before. On the first day, he updated the old mill with a new oiling system, installed an S&S pump, took the bushings out of the cases, placed a needle bearing in the cam and installed an electric distributor. Then Jim installed aftermarket points and a self-advanced distributor, put together the belt drive primary, and spent the entire day consumed in the motor and tranny so it was ready for the delivery of the powdercoated frame.

On the second day, Amiot made a bunch of calls to track down parts. He located controls, wheels and tires, handlebars, a seat, a wiring harness, and basically inventoried every nut, bolt, part and bracket he would need. Focused on nothing but the three-day germination period of the '55, Jim had tires mounted, clutch ready, cables, handlebars hooked up, and by the time the midnight full moon cast its light

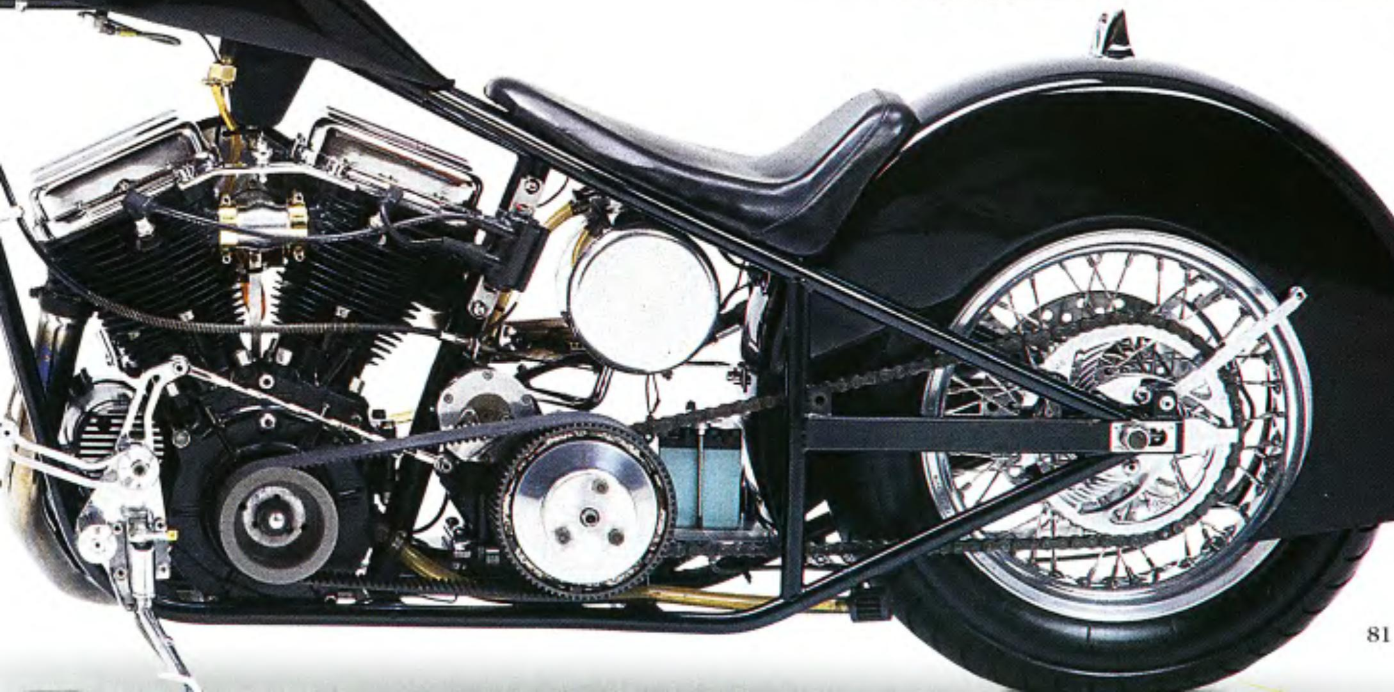
on his work bench, he found himself across the bench ... sound asleep.

Jim's wake-up call was his cousin pounding on the door prior to sunrise with a fresh black powdercoated frame, tanks, and fenders. A bit stiff from the night on the bench, Jim downed a cup of coffee and assembly began. His customers, wife, and child had all been warned to stay clear of the shop. Day three and the creation behind closed doors was complete ... only six hours after deadline for his original departure time. Friends waiting outside the shop were gambling on the finished product, as Amiot opened the door to roll her onto the truck. Jim's bros went apeshit over their first glimpse of the outstanding three-day Panhead.

On the fourth day, the Daytona hotel parking lot provided the arena for finishing the wiring. Then Jim turned on the fuel, primed and kicked her through, and Grandfather Pan came to life instantly with an audience of friends cheering. Brothers and sisters, it don't get any better than that!

—Balls

S&S
SUPER



Easyriders

Easyriders

Owner: Jim Amiot
City: Batavia, Ohio

General

Fabrication:	Jim Amiot
Year/make:	1955 H-D
Model:	Pan Chopper
Assembly:	owner

Engine

Year/model:	1955 Panhead
Rebuilder:	owner
Ignition:	Lynard-O-Matic
Displacement:	74 cubic inches
Lower end:	H-D
Balancing:	Sharon Woods Cycle Center (SWCC)
Pistons:	H-D low-compression
Cases:	H-D
Heads:	H-D
Cam:	Andrews
Lifters:	Sifton
Carb(s):	S&S Super B
Air cleaner:	S&S
Pipes:	Custom Chrome, Inc.

Transmission

Year:	1955
Modifications:	3-inch open belt, Andrews close-ratio gears

Paint

Molding:	SWCC
Painter:	Collision Center
Color/type:	black/base coat, clear coat

Frame

Year/type:	1998 rigid
Builder:	Atlas
Modifications:	38-degree rake, 4-inch stretch

Accessories

Bars:	drag
Risers:	Accutronix
Handlebar controls:	Ness
Fender(s):	Ness/owner
Headlight:	4.5-inch
Taillight:	flush LED
Speedo:	radar/laser
Pegs:	Ness
Foot controls:	Ness
Electrics:	minimal
Gas tank:	stretched and tunneled
Oil tank:	round
Oil system:	S&S
Seat:	LePera/SWCC
Mirrors:	Ness
Grips:	Ness

Forks

Type:	Springer
Builder:	Paughco
Modifications:	8 inches over

Wheels

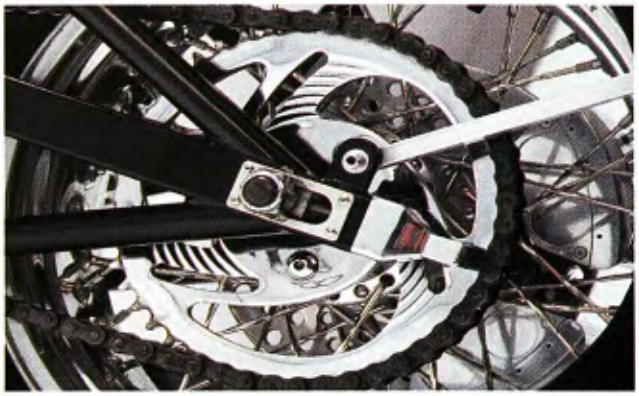
Front

Type:	Performance Machine
Size:	19-inch
Tire:	Avon
Brake:	none

Rear

Type:	Performance Machine
Size:	18-inch
Tire:	Avon
Brake:	four-piston

Photos: Freewheelin' Photography



Why is it obvious that trikers make better lovers?
Because they leave three trails in the sand.

Jim Sickler
Brothers of the Third Wheel

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Meet April's Winner

What a winner you guys picked out! April's Fox Hunt winner is none other than the bodacious Brittany Love. It became evident that many of you have seen and met this well-known feature dancer and entertainer, by the number of votes we received from around the country. This Georgia peach is a real giver. Hell, ask anyone who met her in Myrtle Beach this year. Brittany teamed up with Miss Nude Atlanta, Marley Murphy, and they were the talk of the beach. Making appearances and signing photographs ... you name it, these girls did it . They finally ended up at Suck, Bang, Blow—the bar not the acts (although there were many volunteers for those!). For this shoot we sent lovely Brittany to photog Don Rogers to be photographed and get a three-day vacation in Florida. See how it all turned out, as we teamed her with Michel Brunet's '98 custom Softail, on page 99.

—*Sherwood O'Dunner*

Maria—Pennsylvania

#901

"I can't think of a better way to show my appreciation for Easyriders and Harley, than to pose bare-assed in this magazine."

Lisa—Massachusetts

#902

"I was in Maine, on the back of a 1949 Harley, and my long hair was flying in the wind. I felt free and fantastic.

Angie—Indiana

#903

"I was offered a ride by a gorgeous, bike-ridin' machine ... and the bike was cool too!"

Lisa—Michigan

#904

"My first ride was with my man on his '95 Softail. I never wanted it to end."

Mary Lou—Florida

#905

"I was just sweet 16 on my first ride—on a bike anyway—and it was love at first ride. Yeah, for the other one too!"

Tara—North Carolina

#906

"On my first ride it was truly exhilarating to experience the freedom. It's a feeling I get every time now."

FoxHunt

Ladies, make $500 by being selected the winner and modeling for an *Easyriders* feature! Men, help pick the winner by mailing in your vote. It's up to you to decide which luscious lass gets to share her wares with all of bikerdom in an *Easyriders* feature. So grab a pen and a postcard and vote!

OK, bros, here's a chance to share your favorite hardbelly with all of bikerdom on the pages of *Easyriders!* We're hunting for the best-looking, real-live, bike-lovin' babes to show their stuff.

It works this way—if your entry is selected as the monthly winner, you get $150 for sending in the photo; the cutie gets $350 for modeling at our studio or choice of location. (Girls, send in your own photo and grab the whole $500!) We'll even throw in round-trip airfare and deluxe accommodations at a hotel Spider doesn't know about (or isn't allowed into) and maybe—just maybe—even a ride on one of our Hogs.

The contestants are selected by our lecherous staff, and the winner is determined by your votes, based on how many votes are received in the mail during the voting period.

Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders*.

Applicants must be 18 years of age or older to be considered. The following documents are required of each Fox Hunt entrant:

1. Entry photos must be topless. No Polaroids!
2. The release form on this page signed and a photocopy of model's driver's license.
3. A photograph of the model holding the signed release form and her driver's license.

Ladies, one last favor. In your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Photos must be color prints, or color slides—no negatives and no Polaroids. Send in more than one and let us decide. Sorry, absolutely no photos can be returned without a self-addressed stamped envelope (SASE); all published entries become the property of Easyriders, Inc.

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or on the back of a sealed envelope—and mail it to #327 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

For this issue you can begin sending in your votes August 1, 2000. The voting deadline for this month's crop of cuties is August 31, 2000. We'll print the winner in the January 2001 issue.

Here she is, bros, the May 2000 winner in our monthly Fox Hunt, Melanie #503, from Walterboro, South Carolina. See more of her next issue.

327

FOX HUNT
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I hereby give *Easyriders* magazine, its successors and assigns, and those acting under its permission or upon its authority, permission to copyright and/or publish any photograph of myself with or without using my name, and to keep changes in or additions to such photographs, portraits, in such manner as shall seem proper to their use. I also understand that editorial matter will accompany these photos. I certify that I am of full age (18) and am possessed of full legal capacity to execute the foregoing authorization.a I further agree that if I am selected, that for valuable consideration this will serve (along with other model releases I will sign) as permission to publish photos from the *Easyriders* photo session.

Model's Name ____________________
Address ____________________
City __________ State __________ Zip __________
Daytime Phone ( ) __________ Evening Phone ( ) __________
I am _____ years of age, born ____________________
I will pose fully nude ____________________
Model's Signature ____________________

Photographer's Name ____________________
Address ____________________
City __________ State __________ Zip __________
Daytime Phone ( ) __________ Evening Phone ( ) __________
Photographer's Signature ____________________

Don't forget to vote! These girls are depending on you!

Send a photocopy of your picture I.D.that shows your signature and photo.

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CNC-Ported Heads - 4" bore bolt pattern:
83cc combustion chamber..........#3021
92cc combustion chamber..........#3022

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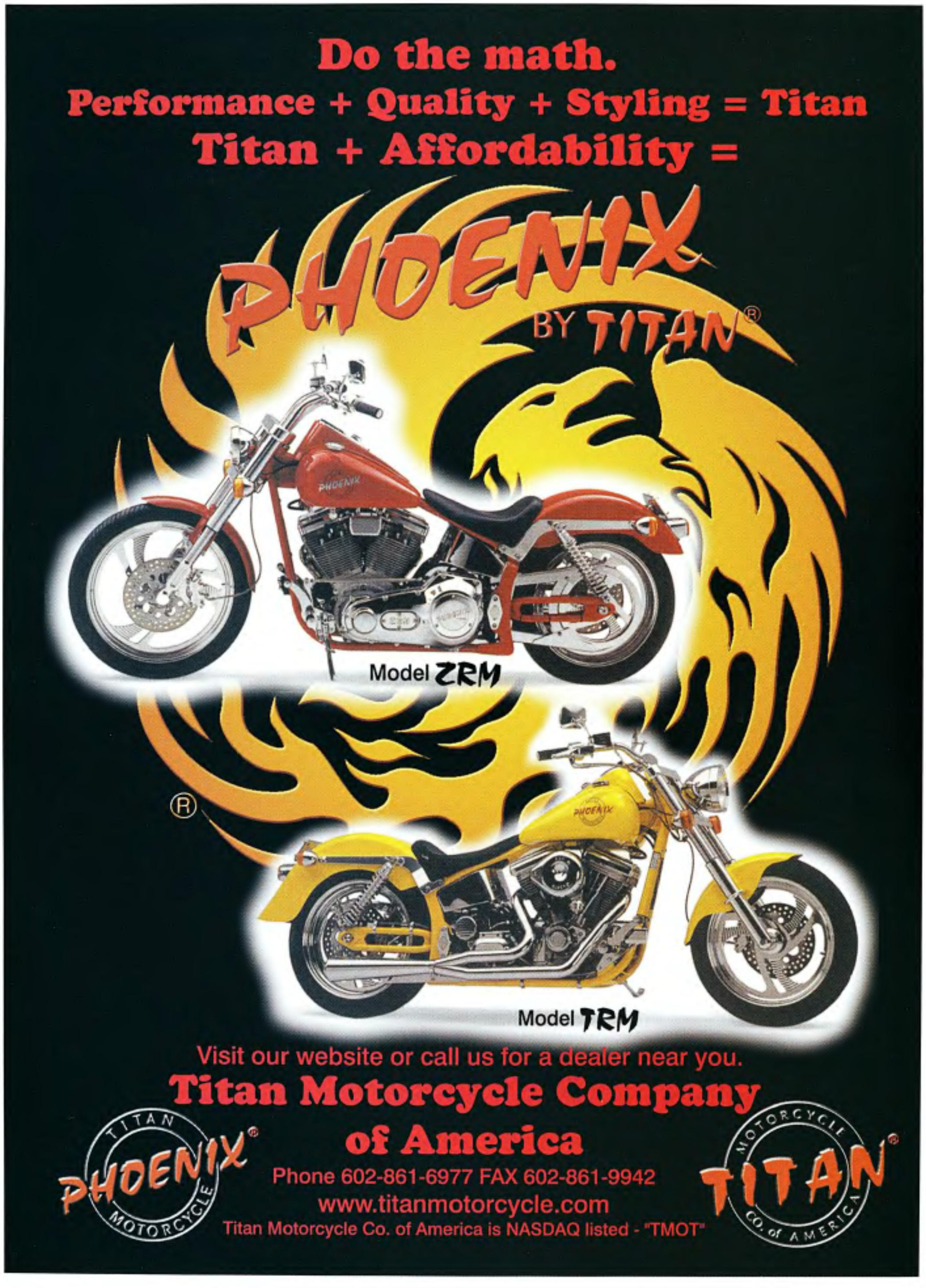

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HOG of Dubai

There are several H.O.G. chapters in the Middle East, such as in the small oil-rich Sheikdom of Dubai in the United Arab Emirates on the Arabian Gulf. The day after my arrival in Dubai, the Dubai H.O.G. Chapter held its one-day Annual Bike Show in a large spacious car park at the recently opened Planet Hollywood restaurant.

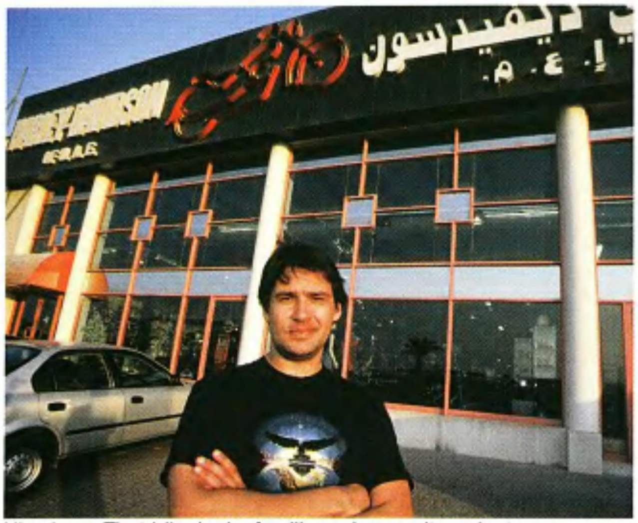
The searing heat on the day of the rally was quite unbearable for me, coming in from wintry Europe, and I was relived to find shelter inside Planet Hollywood for a few cold ones. Outside in the blast furnace, the show had 36 entries in seven classes: Best Stock Harley, Best Custom, Best Radical Custom, Best Sportster, Best Paint, and People's Choice. There was one additional entry for "Best Non-Harley" to include a number of racing machines.

The rally is small, but Dubai can boast 500 Harleys owned by such dignitaries as The Ruler of Dubai and over a dozen Sheiks of the Royal Family. The rally attracted around 400 people of mixed races: Arabs dressed in their flowing white robes, Muslim women dressed in black, some with covered faces with a veil, Africans, Asians, and Europeans were wandering around the bikes,

marking their favorites for "Peoples Choice." To my surprise, I was asked by David Boyko to act as one of the judges. At the closing of the show, the winners were announced and the trophies presented to the following:

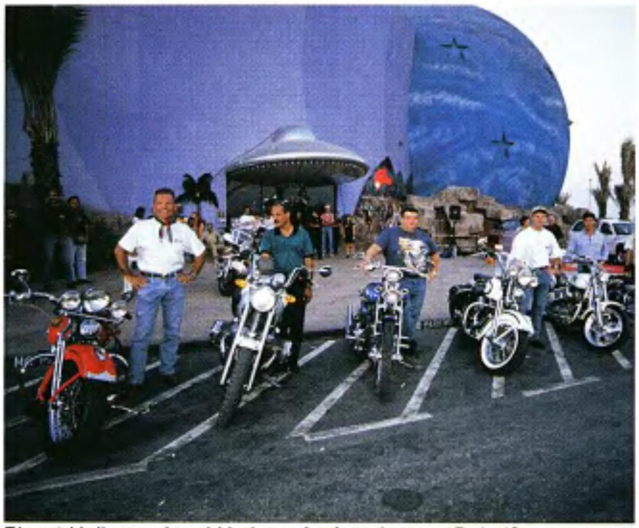
Noel Madigan	**Radical Custom**
Ed Butler	**Best Custom**
Andy Simmons	**Best Paint**
Mario Kypprianides	**Best Sportster**
Hans Sodeberg	**Best Stock Harley**
Vijay Pillai	**Best Non-Harley**
Ed Butler	**Peoples Choice**

After the prizes were handed out it was time to make tracks home as the early evening sun began to set like a big red fire ball on the warm desert sands. The local Harley boys left behind in the bar at Planet Hollywood drank their last drop of lager before starting up their mounts. They roared away in large groups, drowning the wailing sounds

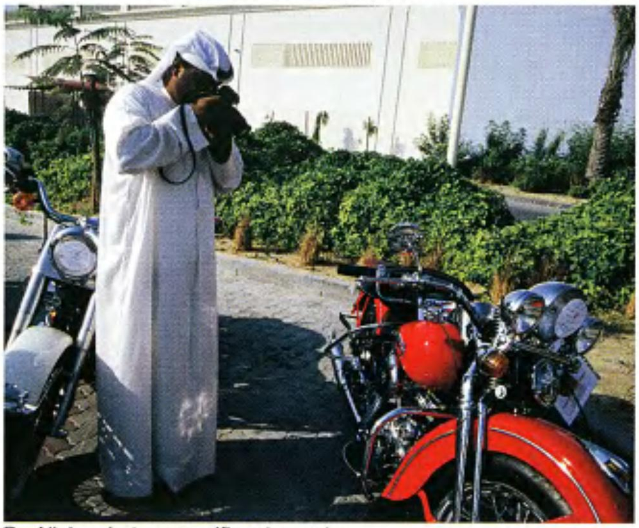


Nice logo. That bike looks familiar ... hey, wait a minute.

There were 36 entrants in the ride-in bike show.



Planet Hollywood and Harleys. As American as Dubai?



By Allah, what a magnificent scooter.

Classes included Best Stock Harley, Best Custom, Best Radical, Best Sporty, and People's Choice.

"This bird pecked out my eyes and yet we are friends."

"Is this where I sign up for the free camel rides?"

Hundreds showed up to gawk at shiny sleds in the desert sun.

Photos: Richaerd Sowersby

"Wrap them up. I'll take all the bikes you have!"

from the nearby mosques. There were no howls of protest. Perhaps the praying Muslims dug the roar of Harley thunder.

The Dubai H.O.G. Chapter came into existence in 1995, and is believed to be the only one in the world to have 25 different nationalities (Syrian, Egyptian, Jordanian, Kuwaiti, Iranian, American, and British to name but a few) among its membership of 140. Harley-Davidson bikes are big business in the Gulf. The Dubai dealership is one of the largest in the world, selling over 200 bikes a year. David Boyko's wife, Marina, recently opened a Harley-Davidson boutique in a plush shopping mall near the center of town. In 1998, Harley-Davidson opened its new dealership in Muscat, capital of the oil rich kingdom of Oman. Across the border in Saudi Arabia, another H-D dealership opened in 1997. There's yet another H-D dealership in Abu Dhabi in the U.A.E., approximately 120 kilometers from Dubai.

Sometimes during the year, the Abu Dhabi and Dubai Chapters meet up to

take part in a series of charity events. Also high on the Dubai H.O.G. Chapter calendar list, is the big charity run taking bikers into the wild and isolated areas in the bordering mountains of Oman. The Chapter has raised approximately $203,000 for charities, of which a large portion was donated by Sheik Maktum, Ruler of Dubai.

The Dubai Chapter has entertained such well-known Hollywood film celebrities as Patrick Swayze and Sylvester Stallone, who rode on out with the Chapter on a ride into the desert. The Dubai Chapter organizes a ride-out every Wednesday evening, every week during the cool season from October to March, when the temperatures get as low as 30 degrees. From April until September the temperature soars to around 120-plus degrees by late morning.

Most Fridays, which is the nation's day off in Muslim country, a smaller group of bikers take to the road very early in the morning and end up somewhere in an isolated desert cafe for eggs and beans, washed down with small cups of black Arabian coffee (*qahwah*) served from an Arab coffee pot (*dallah*). The coffee is flavored with cardamom, which gives it a more flavored taste. After 10 a.m. it gets too hot to ride.

Alcohol is freely available in bars and hotel restaurants in the United Arab Emirates. It is one of the most liberal states in the Gulf compared to its strict Muslim neighbors. No wines, spirits, or beers are sold in supermarkets. Off-licenses (liquor stores) do not exist. For European or American expatriates, a license is required from the local police for home consumption.

Many H.O.G. members and other Harley owners have joined in the increasingly popular craze of customizing their bikes, with a desire to win that special trophy in the next bike show. Andy Simmons, one of the Chapter members and an old friend whom I was staying with, has made some dramatic changes to his Softail Springer since I last saw it a year ago. "There's always room for improvements" said Andy.

Cashing in on the customizing scene two years ago, are two Arabs who call their shop "Dubai Custom Bikes." Maher Murad is the business brains and his partner, Abdul Aziz Bin Suqat has the creative hands for wrenchin'. The two partners have ambitious plans for the near future, planning on opening a new and larger facility complete with a pool hall and a non-alcoholic bar, to accommodate Muslim bikers. —*Richard Sowersby*

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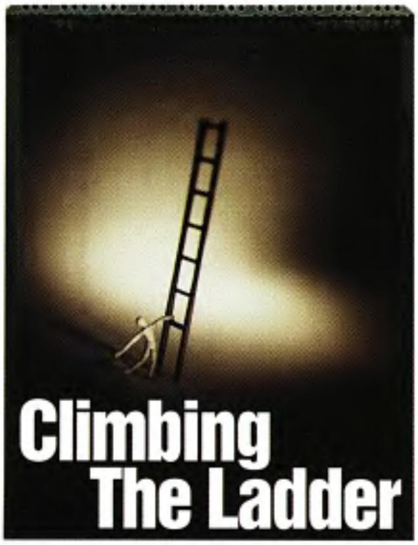

People are always asking me how I got where I am, although they usually word it something like, "How the hell did you get here?" But I know what they mean. They want to know how a simple country boy like myself ended up writing for a glossy, big city magazine such as this one, a magazine that not only has a lot of words, but also pictures of near-naked women and, of course, motorcycles.

Actually, the answer is threefold:

First, I have a reasonable grasp of the English language, which allows me to communicate my ideas by using words like threefold in a sentence.

Second, I am, by glossy, big city standards, quite cheap. How cheap I won't get into because it's kind of embarrassing. Let's just say that I don't get to eat a lot of name-brand cat food.

Third, and most important of all, I have photos of a certain, high-ranking staff member in a compromising position with a Vespa scooter. It's funny how one snap shot can open up a world of opportunity.

I know what you're thinking, "That's fine for you, but how is the average person with moderate language skills and limited photographic ability supposed to get ahead in the modern work world?" (OK, maybe that's not what you were thinking, but I bet you are now.) How can you drag yourself up the corporate ladder without expending too much energy or cutting into your valuable video game playing time? Well, there are a hell of a lot of good books out there on the subject of career success, but because I have a microscopic attention span, I've never actually read one. Instead, I decided to create my own guide to career success, as it pertains to the average scooter tramp, without all the time-consuming facts and research you usually find in such publications.

So if you're looking for some career self-help, this is as good as you'll find without looking too hard. What you'll get here is sound advice from someone who's been there, or at least has dreamt he's been there and is now convinced it's a memory.

Do what you love.

There's an old saying that goes, "Do what you love and the money will follow," but be advised that jobs that involve porno movies are hard to come by. A better saying would be: "Do something that doesn't make you want to drive a pencil into your spleen or throw yourself in front of a speeding bus." Preferably, it's something that doesn't involve the words flush, clog or telemarketing.

Don't set your sights too high.

You might think it would be cool to be the president of a multi-national company, but if in your current position you find yourself mystified by the workings of the fry cooker, you may be setting yourself up for a great deal of frustration. Try to set your sights on something more attainable, like supervisor of burger production or maybe chief salad spinner. You may not get rich but at least you'll never have to worry about being under qualified for your position.

Don't set your sights too low.

What exactly is too low is a matter of opinion and ability, but here are some clues. If you hear any of the following on a regular basis at work, you may want to try and advance yourself a little farther.

- "That's the third broom you've broken this week."
- "Just one more ton of dirt to shovel and we can get started on that big pile of shit."
- "Has anybody seen my vomit pail?"

Choose your boss carefully.

I always try to work for women because I find them easier to trick and there's always the possibility that I'll be able to look down their shirt while they're bent over giving me shit for something or other. Females are kind of cute and funny when they're mad and are less likely to get verbally abusive or pull a weapon. You can also picture them naked when they're screaming at you, which I suppose you could also do with a male boss ... if that's your thing.

Dress appropriately.

Dressing like a dominatrix is fine if you *are* one, but if you're a pre-school teacher or home-care nurse for the elderly, you're just setting yourself up for problems on the job. You have to dress to suit the specific type of work you have to do. The only occupation this doesn't seem to apply to is beverage service where attractive ladies wear all sorts of costumes that don't seem to have a lot to do with serving drinks. In fact, if you work in the kind of bars I like to frequent you will be allowed to dress like a dominatrix. Actually, it may even be a requirement.

Don't bring your work home.

You'll be a much happier and productive employee if you learn to leave your work at work. This is especially important if you earn your living in a slaughter house or a vasectomy clinic. There are certain things you don't want to be doing in your spare time. The same applies for not taking your personal life to work. Nobody at the construction site wants to know that you spend your evening hours drinking peach coolers and rolling around on the floor in women's underthings. Actually, your ol' lady probably doesn't want to know this either. Some things are best kept between you and the sales clerk at the lingerie store.

Stay awake.

Other than government jobs there are few workplaces that permit sleeping on the job. Most employers consider this to be unproductive, even though you might argue that you come up with your best ideas when you're asleep. That might be true, but chances are that those ideas have more to do with chocolate-covered hooters than how to be a more effective staff member. If you must sleep at work, at least try to get a job where you won't do any damage. Stay away from occupations like truck driver, air traffic controller, or getaway car driver. Nothing ruins a good nap like waking up to flaming chunks of bent metal.

Watch your ass.

As with most areas of life, unless you want to be screwed over and tossed aside, you have to keep your wits about you when at work. People will do all kinds of shit to get ahead, including stomping on you and anyone else who might block the path from their lips to the boss's ass. One day you're going to work, happy to be left alone in your misery, next thing you know a rumor is being spread that you spent time in jail

for engaging in lewd acts with a cocker spaniel. You may know this is crap, especially since you've always been more of a hunting dog kind of guy, but still the rumors persist. You can try to defend yourself, but people will still look at you sideways and make damn sure they don't bring their pets around the office. Once this kind of slander gets on your permanent record you can kiss good-bye any chances you may have had for promotion. Actually, though, when you consider your current standing at work, there's probably no harm done.

Show up.

This may sound like a no-brainer, but one of the biggest problems employers have is trying to get people to simply show up for work. Because it so often sucks, a lot of folks don't like to go to work, but they don't want to quit 'cause that cuts so heavily into their hobbies, like buying groceries and sleeping indoors. So they make up any excuse they can think of to stay home or come in late. Once when I was younger and dumber than I am even now, I told my boss that I couldn't come to work because I had to do laundry. This was technically true, since my wardrobe had taken on a sort of road kill meets strip bar toilet smell, but apparently this wasn't a good enough reason to take a paid day off. Things were never the same at work after that, what with the boss being all cranky and me being fired, but I learned my lesson. If you hire me for a job today, I will show up. Even if I smell like week old vulture puke, I guarantee I'll be there.

Be sociable.

Because people tend to become close when they work together, it's only natural that you'll spend a lot of your off-work hours socializing with your co-workers. There's nothing wrong with this. Some of your closest friendships develop at work. If there's a company party to attend, my advice is to go, have fun, just try not to make an ass of yourself. And don't be concerned about your boss being there. Once they're away from work, bosses are just like anybody else who has the power to fire you and ruin your life. If you have the chance it might not even be a bad idea to buy him a drink to show him what a nice guy you are. And don't hold it against him if he has a few too many and does something stupid, embarrassing, or even illegal. Just make sure you have your camera handy.

—Greg White

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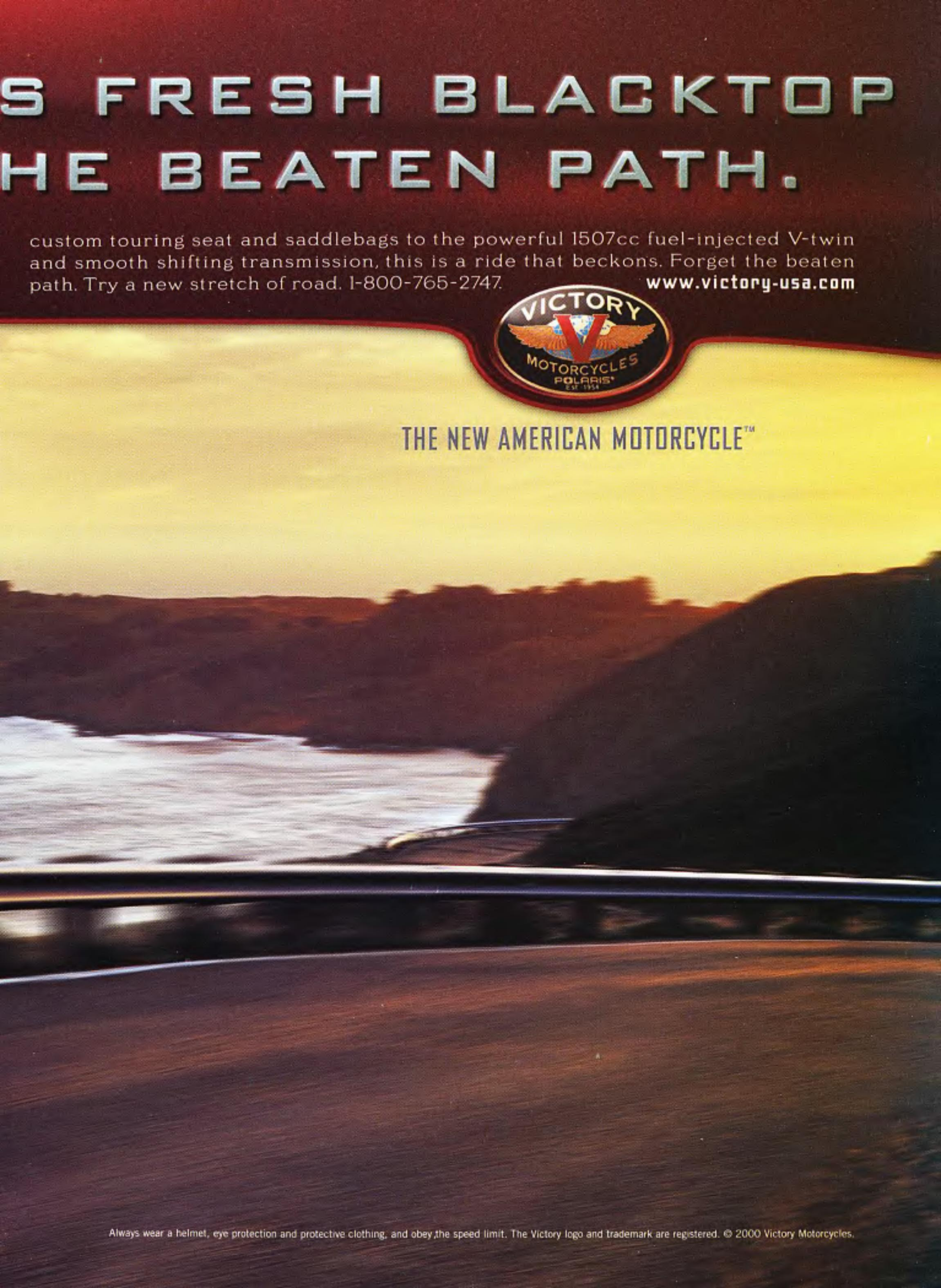
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First Wood

A LUMBERJACK'S VIRGIN RIDE

Michel Brunet speaks English with a heavy French-Canadian accent. He grows and sells trees on about 10,000 acres of land in Ontario province. He used to be a serious body builder. So, if you even think about smirking at his accent, the proper French spelling of his name, or if you start singing, "Oh, I'm a lumberjack and I'm okay ... " don't say you weren't warned ahead of time.

Not too long ago, Michel started dating his very attractive girlfriend, Chantal. Turns out she was into motorcycles, and she even had one of her own. Michel was 39 and had never ridden or owned a scoot, so this was something of a brave new world to him.

Chantal was mighty persuasive, and she eventually talked Michel into learning how to ride hers ... until he actually saw it. Eh, how many ex-bodybuilding lumberjacks do you know who would take their first putt on a pink Kawasaki?

Exactly.

But Chantal was insistent, and as it usually goes with very attractive women, they get their way one way or another. So, Michel and Chantal drove down to the nearest motorcycle shop, picked up an '88 Kawasaki 750 street bike for practice, and Chantal rode it home for her man. What a gal ...

It gets better.

Chantal then proceeded to instruct Michel in the art of motorcycle riding. The Zen part happens while she was sitting behind him as they romped down the road. Get the feeling this woman wanted to ride or what? Again, what a gal ...

By now, Michel was hooked. He was in and out of bike shops, particularly Goone's Cycles in Alfred, Ontario. Goone figured Michel was just looking most of the time, and since he was riding a 750 Kawasaki when he showed up ... well, who knows. Coulda gone either way.

It went big.

Michel finally decided it was time to build a lean, mean, Chantal-toting machine. Now, a guy who owns 10,000

acres of anything is probably used to doing things in a big way. Goone recommended Michel buy a frame from Mike's Bike Works, near Montreal.

Done deal.

A painter named Fitto came highly recommended as well, Michel mentioned. "He asked me, 'What kind of paint job do you want, Michel?' I said, 'One I can see from far away, something crazy. I want you to do your best ...'" And Fitto is the best, having just won Painter of the Year at the prestigious ViQé Awards in Daytona Beach.

With about 40 extra pages, we could provide you with more tech info on this world-class custom than any human needs. Suffice it to say that the action begins where the tech sheet ends. Goone was given fairly free reign to

create Michel's first Harley, and the end result was an asphalt-eating, award-winning set of wheels that took first place at Laconia 1999 (Professional Builder/Best Paint), Easyriders Columbus Invitational 2000 (1st Best of Show/ Judged Class), and Daytona 2000 Easyriders Boardwalk Show (Best of Show).

And after every show, Michel would call Fitto and ask, "How come everywhere I go, I win best paint?"

Fitto's answer was always the same. "Because you let me go crazy ..."

So, the next time you are flying over Ontario province, look down and pay attention. If you notice a red and yellow streak torching the undefended asphalt, it's probably the afterburn from this 80-cubic-inch, 8.5:1 stock compression scorcher with an Aerocharger blower. Sure as hell, you'll be able to see it from far away, Tabernak!

— Le Trash

Owner: ....Michel Brunet
City: ....Haksbury, Ontario

General

Fabrication: ......Mike's Bike Works, Montreal, Quebec
Year/make: ....1998 H-D
Model:..................................Softail
Assembly:................Goone Cycles, Alfred,Ontario
Chroming: ...................G.G. Buffing

Engine

Year/model:......................1998 Evo
Rebuilder: ....Goone Cycles
Ignition:.................................. Dyna
Displacement:........80 cubic inches
Lower end: ....stock
Balancing: ....Goone Cycles
Pistons: ....H-D
Cases:......................................S&S

Heads:.....................................H-D
Carb: .... Mikuni 42
Lifters: ....JIMS
Air cleaner: ......Aerocharger blower
Pipes: ....Mike's Bike Works

Transmission

Year: ....1998 H-D
Modifications: ....Primo 3-inch belt, Joker Machine wheel sprocket

Paint

Molding:...............Yves Show Paint
Painter: ....Fitto
Color/type: ....multi-colored/PPG
Special paint: ....But of course!

Frame

Year:.......................................1998
Builder: ....Mike's Bike Works
Type: ....Softail modified
Shocks: ....Works Performance
Modifications: ....35-degree rake, 4.5-inch stretch, swingarm widened 2 inches

Accessories

Bars: ....Mike's Bike Works
Risers: ....Mike's Bike Works
Handlebar controls: ....Ness
Fender(s): ....Ness
Headlight: ....Ness
Taillight: ....Paul Yaffe
Speedo: ....Ness
Dash: .... Mike's Bike Works
Pegs: ....Ness
Foot controls: ....Ness

Electrics: ....Goone Cycles
Gas tank: ....Mike's Bike Works
Oil tank: ....Mike's Bike Works
Oil system: ....le stock
Seat: ....Stephane Jean
Mirrors:...................................Ness
Grips: ....Ness

Forks

Type:................................Pro-One wide glide
Builder:.................... Ness/Pro One
Modifications: ....2 inches under

Wheels

Front

Type:........................Joker Machine
Size:...................................21-inch
Tire: ....Metzeler
Brake: ....Ness

Rear

Type:........................Joker Machine
Size:...................................17-inch
Tire: ....Pirelli 200
Brake: ....Ness
Photos: ....Mike Lichter

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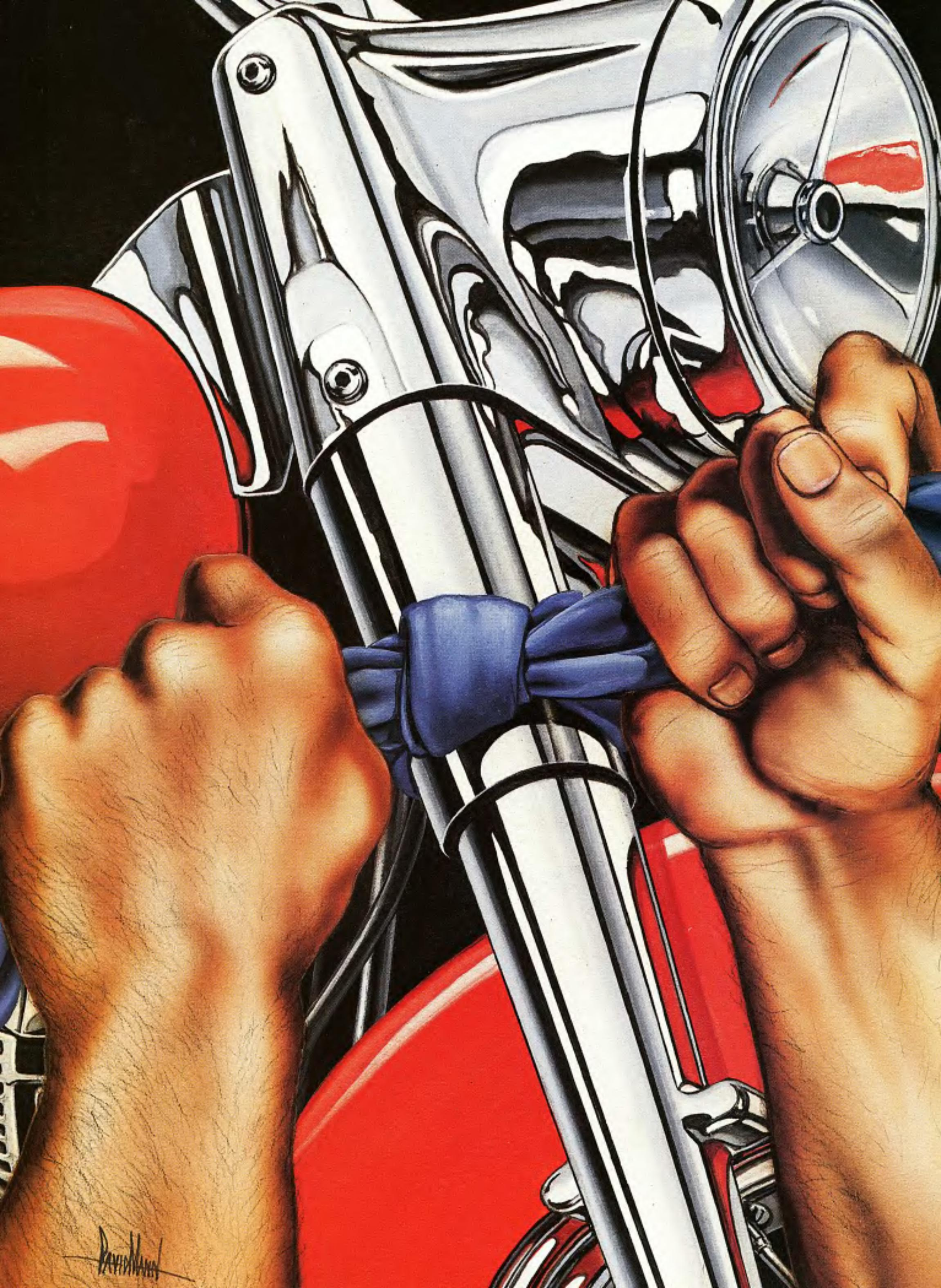


Waylon, Harley, and Me

Motorcycles can mean many things to us. Transportation, recreation, escape from life's drudgery, an artistic outlet, or a kinetic thrill to the senses are all things that come to my mind. There are probably as many needs met as there are riders. Even though we share a common love of the machines we ride, we are all uniquely different in our appreciation of them.

A doctor friend says that the reason bikes can be appreciated on so many different levels is that they take on the persona of their owners. They become more than the sum of their parts by acquiring a soul of their own. Recent events led me to agree.

Dirt and sport bikes have always found a welcome home in my garage, and since last year, a used touring bike has shared their space. My 1993 Harley-Davidson FLHS is a venerable old workhorse that can be confidently ridden across hundreds of miles at a time. The official Harley-Davidson moniker was the Electra Glide Sport. Affectionately referred to as the "Geezer Glide," it has proven absolutely reliable and as comfortable as an old pair of house slippers. Basically it's a civilian version of Harley's Police Electra Glide (FLHP). The 1994 model was revamped into the Road King (FLHR), and the Electra Glide Sport was dropped from production.

Although I've only been its owner for a year, I am reminded of rides and shared good times whenever I see it. I think about last summer's trip to Sturgis with eight close friends. Its red paint job brings to mind the brilliant autumn leaves I enjoyed in northern Arkansas last October. Due to the fact that it's a great long-distance ride, I have become quite enamored with it.

Last weekend I met the original owner. I'd stopped at the shop where I bought the scoot to pick up a filter and a few quarts of oil. On my way out, this guy came up to me and said, "Hey, I recognize that red bike. Is it yours?" I admitted that it was. He said, "The name's Gary. I was the original owner" and he stuck out his hand. We shook and talked bikes a few minutes and then he asked, "I've got a new pair of saddlebag liners and a soft tour pack that fit your bike. Do you want them?"

"Absolutely" I replied without hesitation.

We left the shop and I followed him to his house where he dug out some excellent bags, a dynamometer printout to my engine, and an old journal.

We settled on a mutually agreeable price for the bags and sat down on his picnic table. As we sat looking at the bike he began to read from a page in the book (he'd kept a detailed record of everything that had been done to the bike). He read aloud each alteration or customization and pointed it out as we sat admiring the machine. I could tell that it brought back some fond memories for him. He closed the book and asked, "What happened to the bandanna?"

"Huh?" I responded.

"I told the dealer that the bandanna stayed with the bike," he began. "I was on a Toys for Tots run out in Arizona. We were riding when someone's key or a bolt fell from their bike, bounced off the pavement, and hit my fork skirt, denting the chrome. At the next gas stop a bunch of people were standing around looking at the damage when the ride's grand marshal, Waylon Jennings, walked up. He shook his head and said, 'Too bad, man. Maybe this will make it feel better.' He took off his bandanna and tied it around my fork, over the dent. That bandanna was a part of the bike from then on. The dealer was supposed to pass it along."

"Nice story," I said. "I did find an old bandanna in the saddlebag, but the dealer didn't mention its history. They probably removed it when they detailed the sled and forgot about it. I just tossed it on one of the shelves in my garage to be used as an oil rag. I'll look when I get home. Maybe it's still there."

We said our good-byes and I hit the road. The ride back home would take the better part of an hour and a half, which gave me plenty of time to think. I remembered a time back in the early seventies, when I was a young man out to discover all that the world had to offer. I was living in Waco, Texas, where, as Waylon sang, "You tip your hat to the ladies and the Rose of San Antone." It was my fortune to meet a beautiful blonde with eyes the color of a Montana sky. She loved Waylon Jennings' music. I bought a couple of his eight-track tapes and played them every time we were together. One warm July evening, with the assistance of Waylon and a bottle of wine, we learned about love for the first time.

I idled into my garage, pulled the bandanna from the shelf, shook out the dust, and reverently tied it around my fork. This old bike just appreciated in value for me. Thanks, Waylon.

—Courtland French

Though most of us would love to live free and unfettered all the days of our lives, for reasons which we don't even understand, the vast majority of men eventually break down and get married. Or if not married, end up with a long-term ol' lady, which amounts to the same thing, It's perplexing. One minute you're roaring through life, your beard blowing in the wind, your greatest concerns being keeping your scooter clean and trying to get the secretary at work to take off her shirt. The next thing you know you're standing at the front of a church next to your betrothed, praying you don't pass out from fear. You are, after all, declaring your undying love to one single woman, until death or good judgment do you part. Pretty scary stuff.

The fact is that most men respond to the thought of marriage in the same way they react to a broken condom. They get a sick feeling in the pit of their stomach and a strong fear for what the future might hold. What scares men so badly is the whole "one woman" thing. To most men, the idea of one woman for the rest of their life is a lot like owning only one scooter for the rest of your life. Even when it's old and rusty, you still have to ride the same old rat. Sure, if you're sneaky, every now and then you get to take someone else's wheels out for a spin, but then it's back to the same old ride at home. But unlike bikes, which you can always restore and may even become classic, women do get to the point where it's not practical to fix them up, where no amount of fresh paint and bolt-on parts will make them like new.

So if you're thinking of getting married, or even just hooking up for the duration, you'd better think hard, lest you live to regret your decision. There are many factors you must consider when picking out that one special woman. You have to get to know her, learn about her background and what makes her tick. It all comes down to asking the right questions, then deciding if you should say "I do" or run like the freakin' wind.

I've seen a lot of men get burned with this whole mating game, and looking at what they went through, I think I've figured out where they made their mistakes and what questions they didn't ask. When you're looking for that one special broad, you've got to take your time and handle the situation as if it were a matter of life or death, because, in many ways, it is.

What does she look like?

Any man who says a woman's looks don't matter to him is no doubt such a loser he'd latch onto anything that just crawled out of a swamp. For most men, looks matter a lot.

When a woman is trying to attract a man with the end goal of marriage, they'll do all kinds of stuff to pretty themselves up. They'll spend a fortune on hair, make-up, perfume, waxing, exercise, and tooth whitening products. This is nice for the visually oriented male, but it also means that you're seeing them at their absolute best. No matter what this woman does, she's not going to get any better looking than when you first start to date. Then you have to consider the ravages of time. A woman who's a fox now will probably be pretty average looking 10 years from now. An average-looking woman could be down-right ugly. What you see is not necessarily what you'll end up with.

Women also don't get any skinnier once they get hitched up, so you want to avoid those who might be prone to weight gain. Once you put a gold band on a fat broad, they add layers like an oak tree. Big girls might be fun for an off-beat evening of crawling around the king-size, but do you really want that kind of challenge every night?

How a woman dresses is also worth considering, as it can be a clue to key personality traits. There is, for example, nothing wrong with a lady who enjoys wearing fur. If, on the other hand, she likes to wear fur that she skinned off house cats that she trapped in the backyard, you may have cause for concern. The same applies for jewelry. Diamonds and pearls are fine. Old chicken bones strung on dental floss may be an indication that you should look elsewhere for companionship.

Is she good in the sack?

This is something you should try to find out early in the relationship, preferably before you spend a bunch of money on drinks and dinner. There are, of course, women who want to hold off on any sexual contact until they get to know you better, but you want to avoid this type of female. Withholding sex is something that should happen *after* you get married.

A woman need not be perfect in bed right off the bat, but she should have certain instincts about the event ... a basic understanding of where everything goes and how things work. She should also be eager to learn and open-minded. You don't want a mate who runs out of the house screaming the first time you suggest something a little off the wall. On the other hand, you don't want a woman who's too good in bed. If she's experienced at stuff you haven't even heard of, you might wonder where she's acquired this vast store of information. It's possible she could be an ex-pro, or even worse, one of those women who reads a lot of self-help sex books.

What does her mother look like?

If you're with the same woman long enough, eventually you're going to have to meet her family. In fact, you should insist on it. When you do, make sure to pay special attention to her mother.

There is no better indication of what your future spouse will look like in the years to come than the current condition of her mother. This is your blueprint for tomorrow and as close as most will ever come to a crystal ball experience.

When you meet her mother, be observant. Is there any facial hair? Are there vast amount of facial hair? Any signs of balding? If she kissed you hello, did she slip you the tongue? On the first glance did the words "beast" or "critter" pop into your mind? And while you're checking out the mother, you might as well investigate the rest of the family. Is there anything odd that stands out? Does she have any half-wit, breast-feeding, 16-year-old brothers? Is there any hushed talk about family members who are currently locked behind the doors of a mental institution? Is there any chance that your true love's mother and father are brother and sister? Do the research. These are the people you'll be spending the holidays with—the grandparents to any children you may spawn. Things like inbreeding and insanity can be a real strike against your bloodline should you decide to procreate.

Do you share common interests?

They say opposites attract, which is fine if you're a battery or a magnet, but for long-term relationships you should really have something in common with your spouse.

Off hand, it might seem great if you could find a wife with exactly the same interests as yours. You could ride together, party together, or whatever it is you like to do. Then again, if your interests are too similar there can be certain problems.

It might be great to find a woman who shares your love of the open road, but what if she also shares your passion for having sex with women? You might enjoy sitting around in your underwear, watching the tube, covered with a carpet of potato chip crumbs, but do you really want a women who does the same?

The trick is to have interests which complement each other. For example, if you like beer and she likes fetching beer. If you like to eat and she loves to cook. If you like staying out late with your buddies and she likes sitting quietly at home waiting for your return. These interests may seem totally different, but they go together like strippers and strobe lights. This is the stuff that marital bliss is made of.

Does she have any bad habits?

Everyone has some bad habits and any future wife will be no exception. Some women may bite their nails, smoke, or insist on keeping the toilet seat in that inconvenient lowered position. These things can get on your nerves from time to time, but they're generally not that serious. However, as you're getting to know a woman, you want to keep an eye out for any habits that might point to a major mental disturbance. Look for things like screwing strangers, chasing cars, or only taking a bath twice a year; these kind of habits can really put a strain on a relationship.

The best rule of thumb is to observe closely and assess your personal reaction to anything your woman might do. If any of her habits make you recoil in disgust or want to throw up, you may have a problem you won't be able to overcome.

Are you her first marriage?

If you are her first marriage there should be no problem. If, on the other hand, she's on hubby three or four, you may want to find out why.

Are her ex-husbands still alive? If not, did she kill them? Did they have it coming or is she just nasty?

You want to make sure, sometime before you rent the tux, that the women you're going to be sleeping beside for the foreseeable future isn't a psychopath. Your list of things to do in bed probably doesn't include warding off a knife attack. You should also find out if she's got any kids as a result of these former marriages. Kids can be cute if you're looking at their picture in a magazine or on television, but if you have to deal with the little monsters on a daily basis, that's a whole other situation. The first time some other guy's kid barfs on your scooter or costs you a grand in dental repair, the glow can seriously fade from your ready-made family.

Does she have lots of money?

If a woman has lots of cash and is willing to share, you may find yourself able to overlook what would otherwise be serious character flaws. Who cares what she looks like? With enough money you'll have a mistress anyway. Bad habits won't matter. The first time she bites the mailman you can just have her committed and make off with the cash.

A lot of men wouldn't consider taking a wife just to gain access to her bank account, but this kind of thinking is just stupid. There's nothing wrong with marrying for money or being a kept biker. You shouldn't let pride get in the way of your personal comfort. Sure, money might not buy you love, but at least you'll be able to console yourself with quantities of very expensive scooter toys.

Money shouldn't be your only consideration when choosing a mate, but it should be a major one. In the end, when you're picking out that one special person to spend your life with, nothing says long-term relationship like bags and bags of hard currency.

Is she willing to marry you?

You may have found your perfect mate, but has she?

While you've been checking her out to see if she meets your standards, she's been doing the same. She knows how good you are in bed and has discussed the topic with all her girlfriends who now laugh when you walk in the room. She's met your family, including Uncle Joe, who chews his toenails and claps every time the dog barks. She knows all your bad habits and may be considering whether she wants to grow old with a man who by all indications was meant to remain a bachelor.

If a woman does reject you, it's important not to be too hard on yourself. It may be your fault, but as a man you must still blame her. Blaming yourself, even if you deserve it, accomplishes nothing. At this point you've got some choices to make. Should you give up on the whole idea of marriage and live alone and rejected for the rest of your days, or should you get back out there and continue your quest for the perfect mate? There is really no right answer to this question. It all depends on the type of pain you prefer.

They say for every man there is a woman. Whether or not she wants anything to do with you remains to be seen, but you can't get discouraged. If you stumble upon the perfect woman, that's great. If she turns you down, well, just remember that any woman who wants nothing to do with you probably wasn't a keeper anyway. —*Greg White*

Note: The comments of Greg White are not necessarily those of the management 'cause he's a tweaked mother!

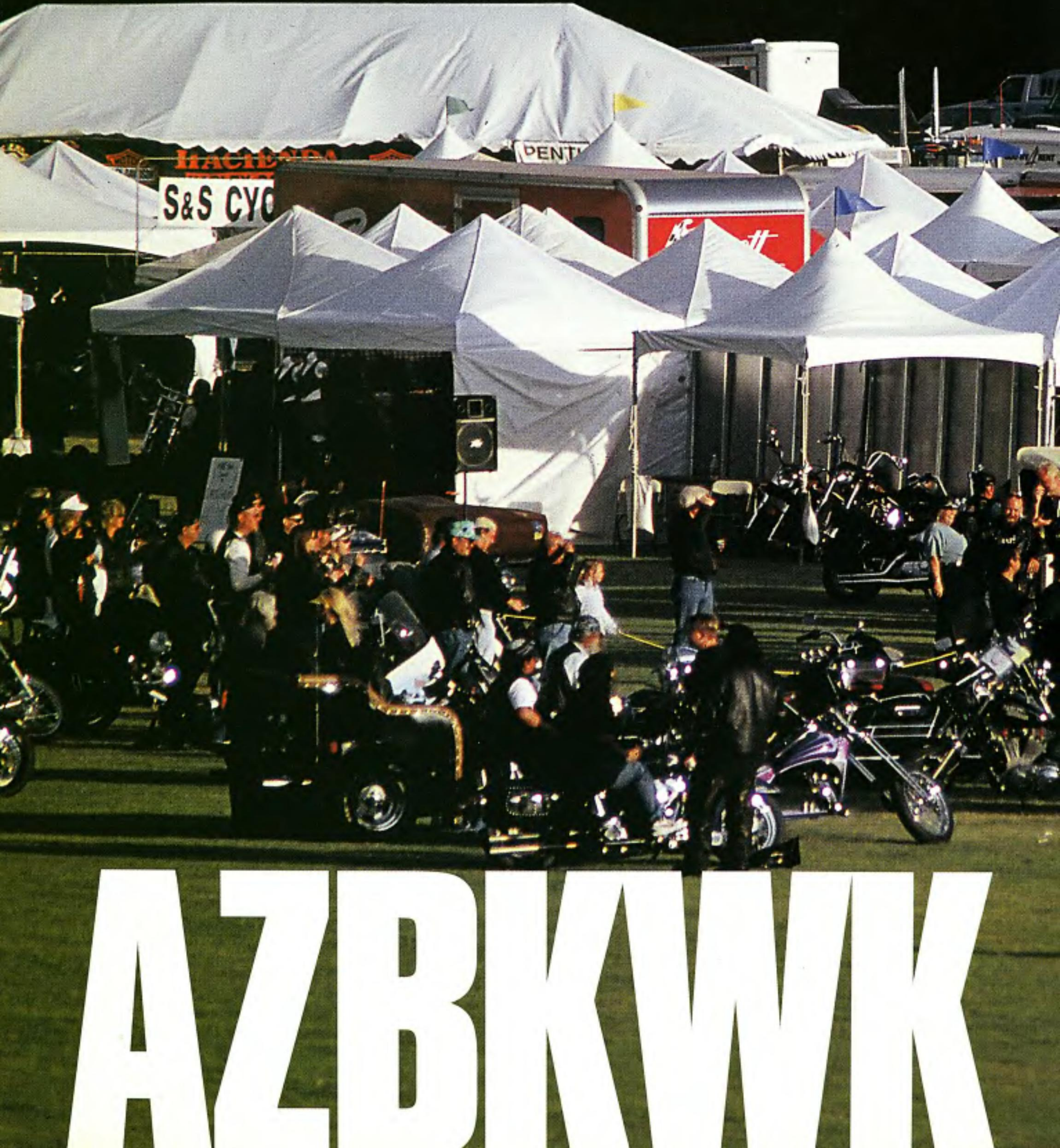
"What's the problem? He's wearing full leathers!"

Arizona Bike Week is like a rodeo rider—it has to prove itself or keep getting bucked. The Bike Week's been pretty bucked since the beginning, for one reason or another, but it keeps climbin' back on!

Most of the time it's been the weather causing problems. The weather actually isn't too bad by any other place in the world's standards, but most Arizona riders are so spoiled that they won't even open their garage door if it's not a normal bitchin' day. Another problem is the geography of the area; everything is so spread out in the Phoenix area that ya need to pack a lunch goin' from one event to another.

The Speedworld Motorplex held most of the action and a good crowd on the first weekend, March 25 and 26, with the AHDRA Arizona Nationals. The quarter-mile dragstrip was fast, and some of the winners were Dale Nungesser in Top Fuel (7.095 ET/185 mph), Steve Heidner in Pro Fuel (7.3 ET/158 mph), and Pro Stock was Dirk Higgins (8.0 ET/158 mph). Congratulations to all the other winners that we don't have room to list!

Hacienda H-D held an Iron Horse Memorial Ride to the races on Saturday. Some of the sponsors that had special parties were Acme Roadhouse in Tempe, Hard Rock Cafe,



AZBKWK

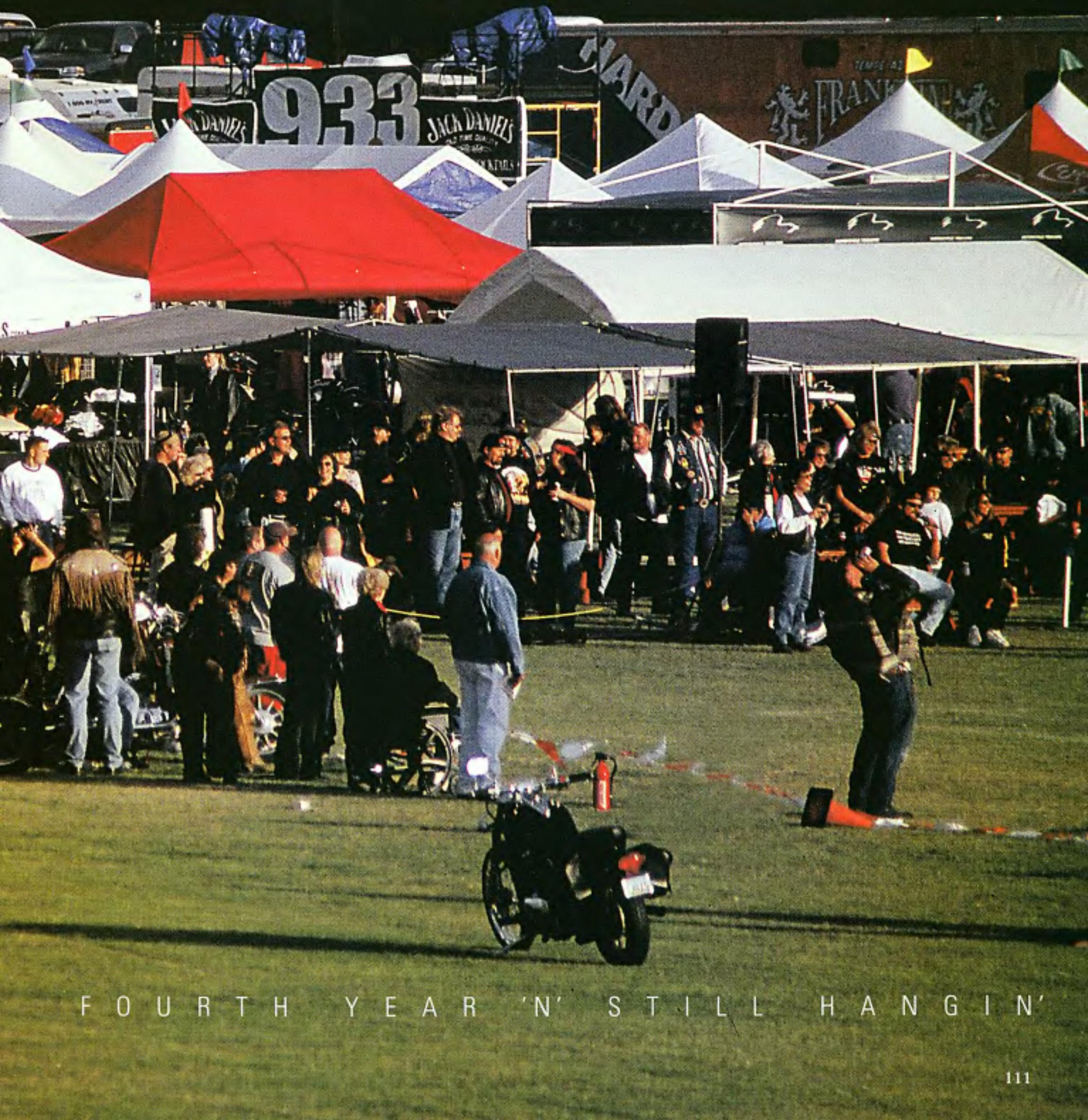
Chevy's Mexican Restaurant, Acme Bar & Grill in Scottsdale, and Chuy's Mesquite Broiler in Ahwatukee.

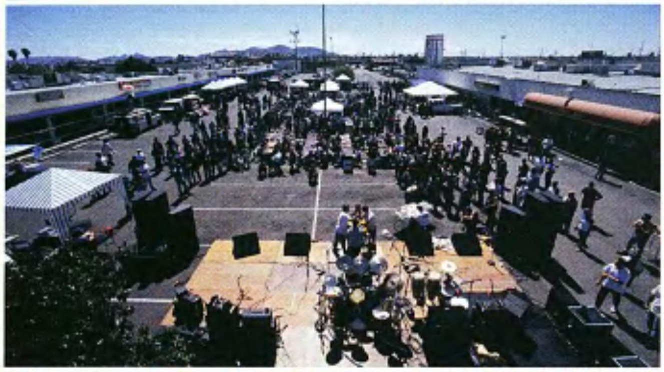
On Sunday, Indian Motorcycles of Mesa held the "Run with the Chiefs" ride to benefit the Sheriff's Youth Assistance Foundation. Harley-Davidson of Tucson held the Tucson Tuesday Ride, which gave riders a chance to check out Bob Bondurant's School of High Performance Driving.

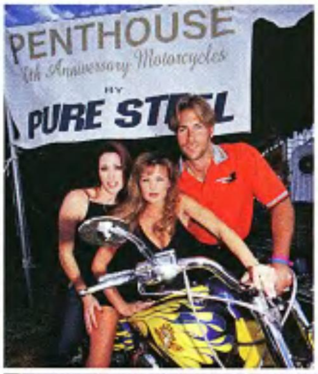
The Sedona Poker Run on Wednesday was sponsored by Arizona H-D, and it took you through scenic Jerome and the red rocks of Sedona. The official start of the Scottsdale CycleFest, at WestWorld, was on Thursday. The CycleFest was a vendor expo with entertainment and fun through the rest of the week. ABATE sponsored bike games and the MMA sponsored the Bike Show.

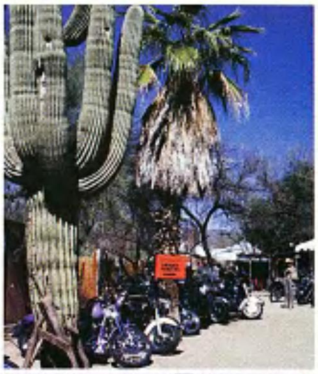
Also on Thursday was Titan Motorcycle's factory tour. They were overwhelmed with almost 1,000 anxious people attending the tours.

On Friday the organized ride to CycleFest from the Easyriders of Scottsdale Billet Bar got rained out. On the 26th, the Steel Horse Saloon and Fat Guy Custom Chassis presented the Trifecta Custom Bike Show and Blowout at 1768 West Bell Road. There was a helluva turnout for this party, and it was a damned good time!









Photos: Nancy Cairns/Stan Miles

Speaking of parties, the Hideaway Grill, somewhere in Cave Creek, is a righteous biker bar that always had somethin' goin' on during the week, and they have great food to boot.

This year's Bike Week was the most successful of the last four years. It looks like they're plannin' on bein' around for a while 'cause they've set the dates for the next two years at March 31-April 8 in 2001 and March 30-April 9 for 2002.

—*Clean Dean*

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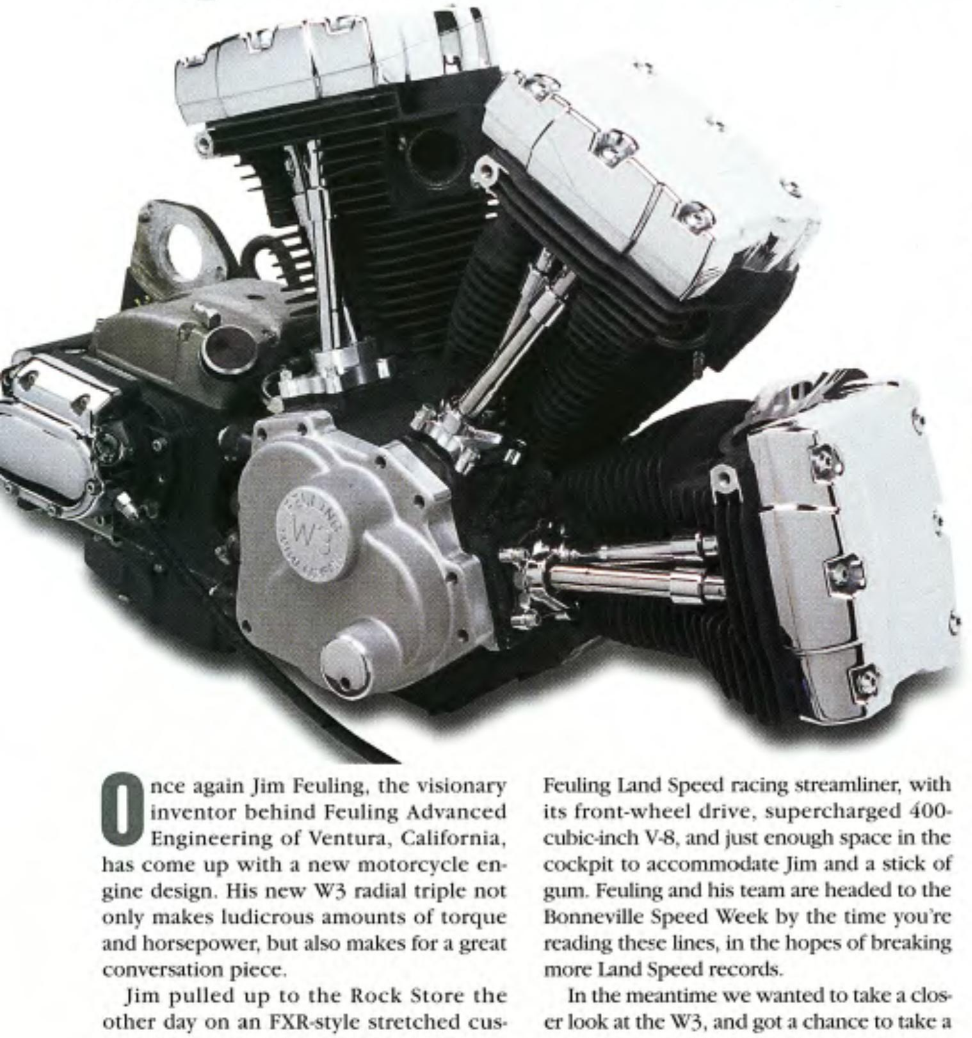
TWO'S NEAT, BUT THREE'S A TREAT!

FEULING'S NEW Triple Cam W3 Engine



Once again Jim Feuling, the visionary inventor behind Feuling Advanced Engineering of Ventura, California, has come up with a new motorcycle engine design. His new W3 radial triple not only makes ludicrous amounts of torque and horsepower, but also makes for a great conversation piece.

Jim pulled up to the Rock Store the other day on an FXR-style stretched custom that sported the three-headed beast. The Easyriders crew was gathered for our usual session of Sunday afternoon babe watching and bench racing, and since it was high noon, and we'd already had way too many drinks, I gotta admit that we had to do a double take before the reality of this awesome triple cam could really sink in. We all stood by the bike, bewildered, looking like a bunch of—pardon the expression—pedestrians.

Noticing our interest in his exotic power plant, Jim told us we could come and visit his R&D facilities the next day, as long as we bathed and sobered up.

When we showed up at the Feuling Advanced Engineering building, we couldn't help but notice how much neat stuff lined the shelves and workbenches everywhere we looked, from exotic automotive heads to many more unidentifiable experimental parts. The icing on the cake had to be the Feuling Land Speed racing streamliner, with its front-wheel drive, supercharged 400-cubic-inch V-8, and just enough space in the cockpit to accommodate Jim and a stick of gum. Feuling and his team are headed to the Bonneville Speed Week by the time you're reading these lines, in the hopes of breaking more Land Speed records.

In the meantime we wanted to take a closer look at the W3, and got a chance to take a peek at some of its internal components. A quick inspection revealed its undeniable lineage with a late-model Harley-Davidson Twin Cam. Simply add one more cylinder and one more cam to the TC, and you've got a W3. Sounds simple enough, doesn't it? Well, you go and tell that to these guys, who have spend 20 months on this project! The connecting rods alone are quite a sight!

Anyway, the engine you see here is one of Feuling's prototypes, but regular production W3 power plants are being manufactured as we go to print, and will feature Feuling's proprietary triple rod setup, cast aluminum cases, triple cam drive componentry, support plate, and cam cover.

The Feuling W3 can accommodate pistons of impressive bore, resulting in a maximum engine size of 245 cubic inches, but production engines will likely run in the 142- to 150-cubic-inch range. Feuling will market its motors with a matching mild steel frame and swingarm—this combo should be the primary building block to some of the most radical custom machines yet to be built.

Yours truly saddled up the 142-incher prototype for a quick spin around the block, and let's just say that I ran out of open road very quickly. This particular engine is equipped with mild cams, and was dynoed at 150hp at 5000 rpm, and 195 ft.-lbs. at 3000 rpm. Guess we'll just need to borrow the bike again to conduct a full-on road test. Whaddaya say, Jim?

—Lafayette

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Photos: Markus Cuff

ON-LINE LOVE

A BIKER'S GUIDE TO DIGITAL ROMANCE

So, you've been hearing about it, wondering about it, and have lots of buddies telling you it's like shootin' fish in a barrel: hook up to the Internet and find some wild, two-legged party favor just crawlin' the walls in search of a vibrant biker to liberate her from the dismal prison of her life.

Uh, yeah. Well, before you do, you'd best heed some words of experience ... unless, of course, you want the pleasure of losing your mind on a scale you can't even begin to imagine!

A few years back, I too was a "newbie," a novice at the world of online romance. My introduction was through America Online (AOL), one of several Internet Service Providers (ISP), like CompuServe, Prodigy, and others. AOL provides ordinary mortals with the ability to transform into the most outrageous of liars, become anyone you want to be, and do so in many different versions. Install this Internet access software on a computer with a modem, and in minutes you, too, can make the cyber leap into the world of cyber-fiction, driven by the most logical of circuits and subroutines.

In English, your computer can use your phone line to connect to millions of other users on the AOL network and beyond, a connection that allows you to send electronic mail, transmit private "instant messages" and enter electronic "chat rooms." The madness really begins here, where a screen reveals your "screen name" that you create and attach a personal profile to for others to read and ultimately decide upon further courses of contact action . . .

Chat rooms also allow users to send messages to the screen where other users can see and respond in real time. With room names like "MeetMyMouth," "SoCalSubs," "MarriedButFlirting," and "JustDoMe," you tend to think you've found the hip-grinding buffet. These chat rooms can be public, or if you really want to take the plunge, you can create "private rooms," where access is limited to yourself and whomever else you wish to talk with (yes, you can actually have a sort of cyber ménage à trois ...).

I remember the first night I logged on and entered some random chat room, watching the other users type their messages in real time into this common access area. Being a writer, this was heaven. This was also heroin. The cyber-hypo received its first dose destined for my vein when a small screen popped up in front of me with the words "Instant Message" around its borders. Someone named "Jen" wanted to talk to me, or so she said in her typed message. Seems these Instant Messages let only two people talk to each other at once. How convenient!

From there ensued weeks of communication through Instant Messages and e-mail, electronic letters composed and transmitted on the computer to others with computer access. We "talked" for hours, and hours, and hours ... and with each conversation, the intensity built. We had no idea what the other looked like, but the heat was building ... and building ...

You've heard of people leaving their spouses for complete strangers they've met though the Internet? Believe it. An artificial reality begins to wrap around you, as typed words become as real a means of communicating as any you have ever spoken or sent by letter, or "snail mail." You begin to crave contact with this person. You can't wait to log onto the computer and check your mail, and you begin to feel possessive of this contact ... a contact that's made through a phone line, for crissakes. It's an addiction.

You can also set up your computer to tell you when and where other people are within the Internet, and you can become slightly paranoid when they don't immediately seek you out or return your e-mails. Oh, yeah, you better believe this is what can happen, but it gets better assuming you chose to dismantle your reality calibration capability.

Cybersex is the icing on the digital cake. Yes, indeed. Think of it as trashy typing. After many hours of talking with a person on the other end of the country (Jen lived in my same town), the craving really starts to warp your brain. The suggestive talk escalates to higher and higher levels of options, and before you know it ... somebody says the magic words: "Wanna cyber?"

Being the real men that we are, no self respecting biker would ever admit to such things, but since my own self-respect flew out the window a long time ago, I'll fess up and speak for the Great Lying Masses. I actually typed a series of messages in a private room that brought a woman on the other end of the country to a self-induced climax.

But somehow, imagining a woman sitting in front of a computer while petting "kitty" just didn't seem real, but that was just newbie naivete kicking in. Some time afterward came the next step of contact: the actual phone call. The fear in many women's voices upon first "live" contact is a strange sound. It only makes you want to meet them even more, and with that craving comes the next level of insanity.

Women online take lying to an entirely new level, several stories above the average truth-stretching watermark. Fake pictures, fake profiles, convincing phone talk (and usually some graphic and, dare I say it, satisfying phone sex) ... hell, it all goes into the wacky blender where you have been sitting, and before you know it the "puree" button gets pressed, and you actually make arrangements to meet.

God help you.

With weeks of trashy chatter, promises to drain every drop of your reproductive fluids, and a burning fever long since out of range of any common sense you might have been born with, the real illness begins. Pay for her plane ticket across country? Of course, you will. Ride hundreds of miles to get the alleged servicing of your life? Done deal. Spend your last dollars on gas and a room? She is a goddess awaiting your touch. No sacrifice is too great. And no common sense is within visible range ...

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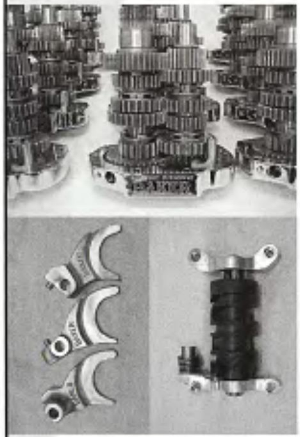

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I actually met Jen when I returned home. She was overweight, a great play toy, and fairly nuts. She'd lost a kid a few years back, and it really did crack the vase, as this sort of thing sure as hell could. She was, in reality, just another lonely soul looking for love in all the dark places, the safe and private, and mostly anonymous world of online chats.

Many of them are like that. Don't expect much truth to come out of your contact with them. In fact, you are better off not expecting *any* truth, much less ever actually meeting them. But there were a few who left a wacky and funny mark, so you should at least hear about them:

Kali was 24 with 40 EEE breasts, so she said. Shit! I dropped the kickstand at her door three hours later once we finally got past a few weeks of chat/cyber/ phone contact. She had a two-year-old son who slept in her room in a crib. So, picture a young lady built like a powerlifter, nursing yours truly back to health all night, then topping it all off with me applying a glistening skin conditioning treatment (she already had a nice complexion). Life can be good!

We woke up a few hours later, she popped in a Barney video for her kid and me to watch, and she began to change clothes over and over, asking my opinion. When she finally came out in the two-piece purple jump suit, I figured I'd just done Barney's sister, and I knew it was time to leave.

Mira was married with two kids, and I was stupid. She drove nine hours to my door, and when I saw the larger-than-life woman exit the tiny fire-red Hundai, I knew the thing to do was lie ... and lie well. We spent the weekend in a ridiculously expensive hotel, keeping the neighbors awake as I kept trying to picture her as every girl I'd wished I'd nailed in high school.

Over the phone, Mira used to wake the dead with her orgasmic screams, triggered by my potty mouth and her reliable latex love handle. In person, I had to plug my ears while I plugged her from behind, covered with oil. Her thing was to be dominated—yeech—kinda like commanding a pig who will let you test all openings to do your bidding. Just lovely.

Lila had professed online to giving the best pipe cleanings this side of a Roto-Rooter academy. She was a little blonde, into being tied up, so, hey, why not use those old neckties for something constructive! Sure enough, she could remove chrome with her hands tied behind her back, as her husband and other boyfriend would attest to. Our online encounter didn't take long to reach combustion, which was kind of unusual compared to the caution of most cyber-tramps.

Marie was one of the finest liars on the planet. It took two months, but after a few hot cyber sessions, a meeting resulted in a scattering of clothes despite her bad teeth. As long as they didn't draw blood, much could be forgiven. And those breasts—you could stack three, hell, almost four CDs on her nipples. You get those every once in a while. But then there was her endless chaos, which could have cost someone with money a fortune to fix. Luckily, being a writer, no such funds were foreseeable in this lifetime.

What you can realistically expect, though, is that at least one cyber encounter will be with a guy pretending to be a girl; a certified nutcase; an extremely overweight woman who will seduce the hell out of you and never let you meet her; possibly a real teenager, definitely many posing as such; a few lonely housewives; one or more certified sex addicts (often an overweight nutcase); several people looking over one typer's shoulder laughing their asses off at you in private; and, of course, a con artist.

Now here is where you'd best pay serious attention. No one can prepare for the first severe case of Internet reality violation, but log on long enough and you just may get bit. It was five years ago. I was living in a nuthouse with a buncha squirrels when this sweet young thing named DestinyWts (short for Destiny Waits) started talking with me in an AOL room called the Hollywood Cafe. Many working members of Hollywood hung out there and can verify this tale. Destiny was 26 (allegedly), and she had a great picture she sent out via e-mail. Hey, you get one and you think life will become better instantly. Like shootin' fish in a barrel; but some fish shoot back.

For weeks, Destiny built the heat, and I was going crazy wanting to meet her. She had a business partner who managed writers and actors, and she wanted me to connect with him (I had several screenplays I was shopping). On the phone this Mitch dude sure seemed real enough, and between the two of them, I kept coming back for more.

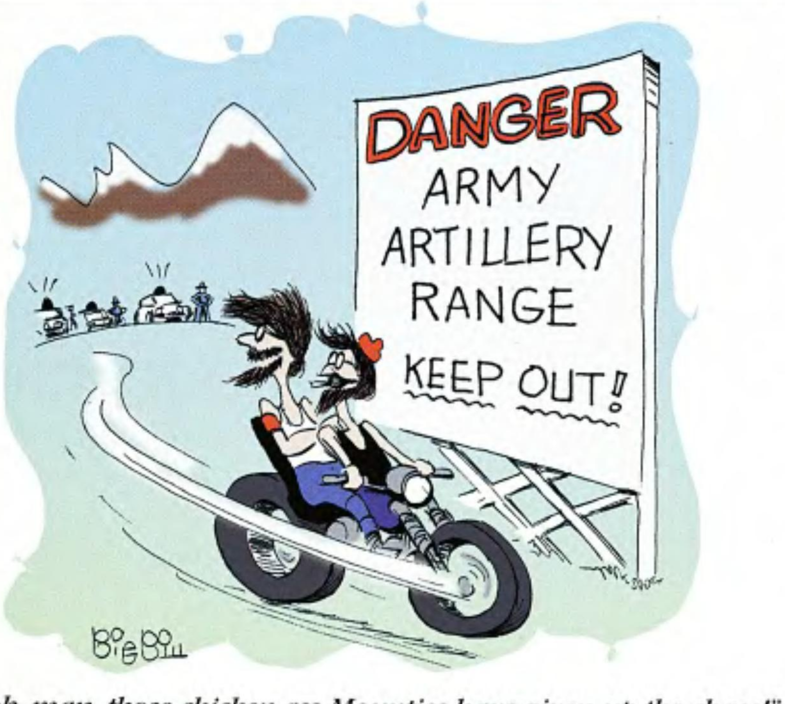
Finally, Destiny and I got to the phone call stage ... which, of course, would surely leads to nastier things, as experience seemed to bear so far. But she sounded like she was 56 and chronically drunk ... very strange, very, very strange. She refused to meet in person, but she kept promising it ... and I so wanted to believe.

The heat continued to build with her, and I was about to sign on the dotted line with Mitch to manage my writing career in Hollywood, but no one in the Hollywood Cafe had met this Destiny, and people began to wonder if she were even real. That's when the weird bus pulled up!

Mitch's son died, and I was invited to the funeral, as were several other AOL people who'd been suckered in. So I showed up, and here's the short version of what ensued: Destiny was actually a 56-year-old chronic drunk who lived in her bed and had a phone glued to her ear. She was Mitch's ol' lady, Peg, whose voice I recognized immediately in the somber crowd. The young girl in the picture was Mitch's real business partner (never did find out her real name), who talked in chat rooms and sent out pictures to reel in writers who thought there was a shortcut to fame and fortune in Hollywood. And it all unfolded at a funeral, which may or may not have even been real.

With all things Internet, you never know what the truth is. So, before you fire up your scoot and go heading off to meet some biker babe (or otherwise) on the other end of artificial reality, be ready for absolutely anything. And if you remember nothing else, commit these words to memory: "The sky is blue, water is wet, and women online lie."

—*Captain Trash*



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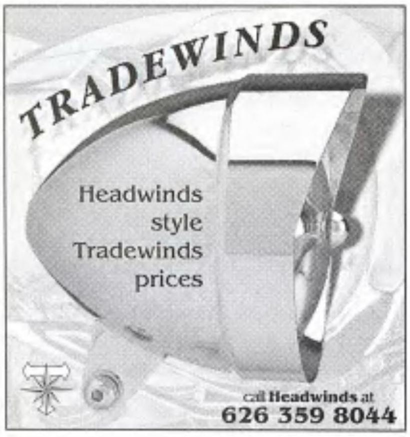

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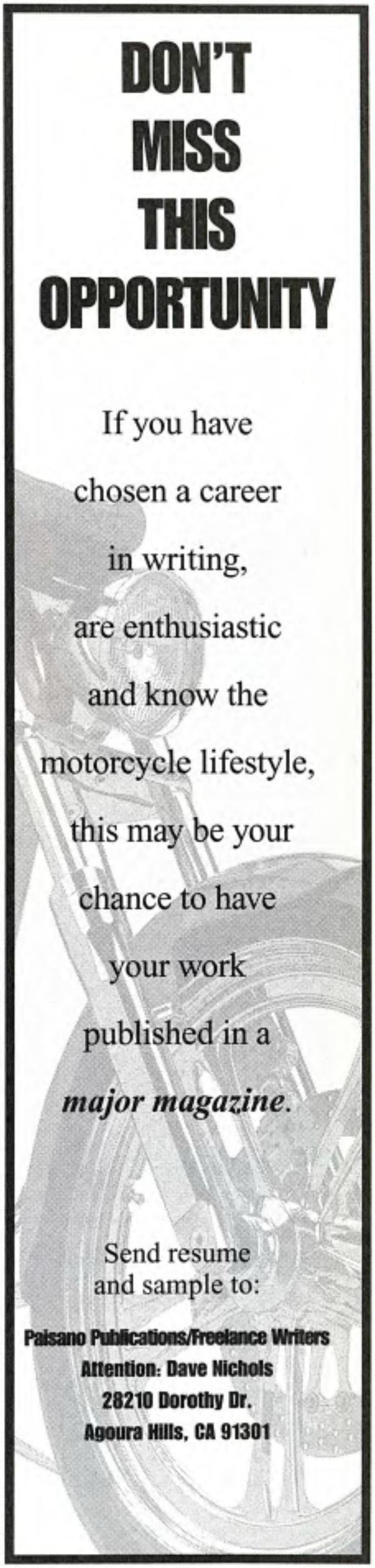
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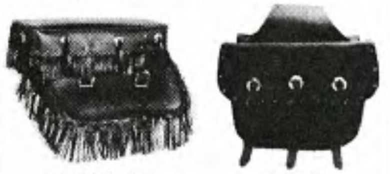

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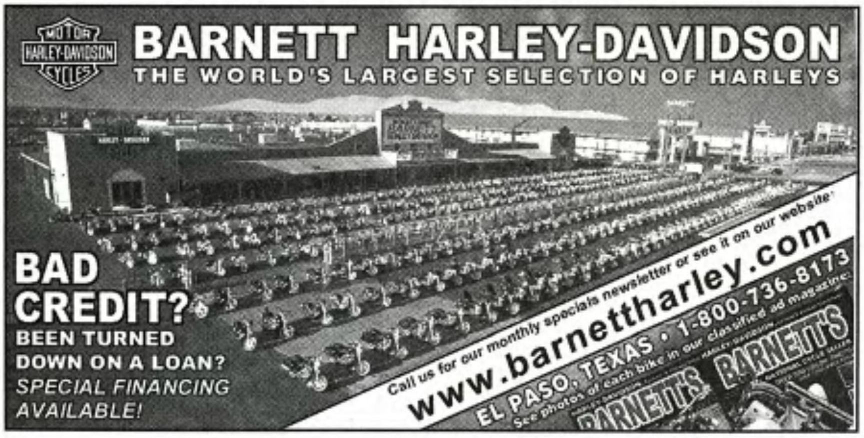

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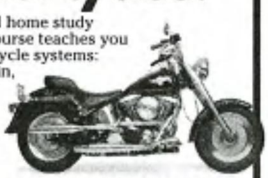

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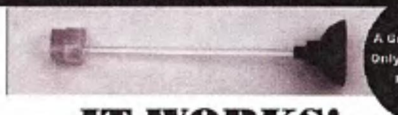

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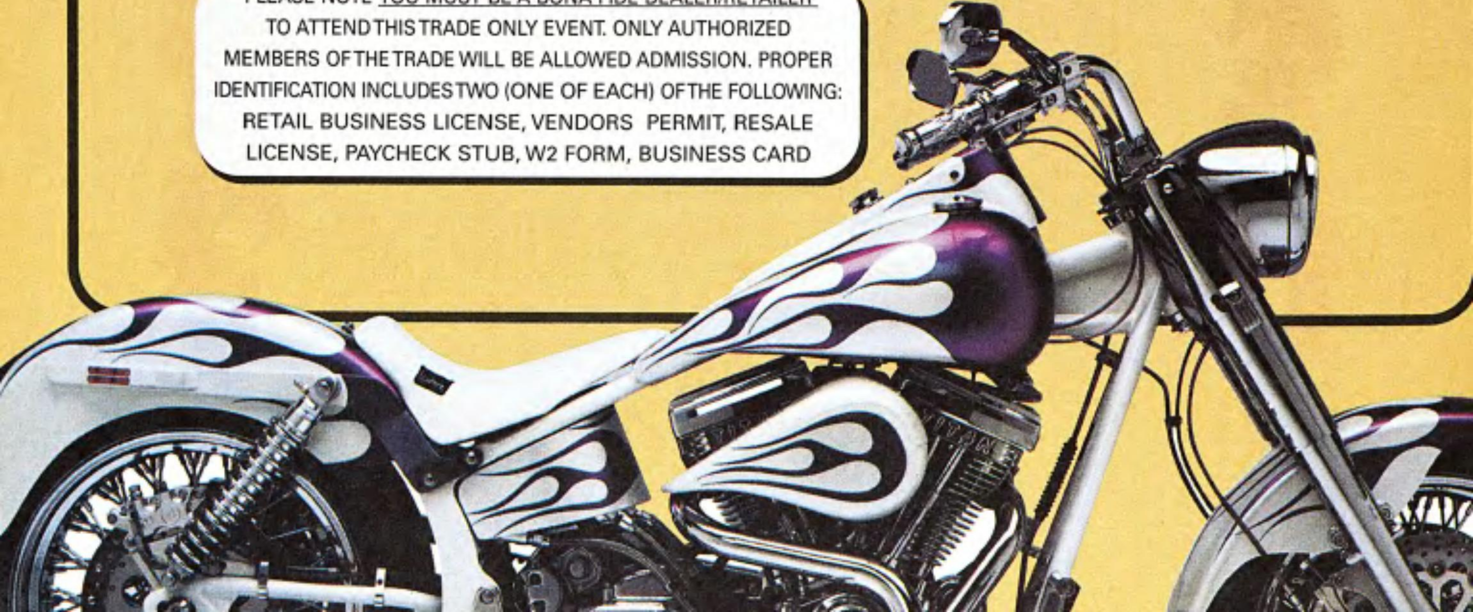

Super Port Flow Heads For The Twin Cam
Let Them Do The Thinking, And Enjoy The Playing

There are many ways to increase the power and torque figures of a V-twin engine. Aside from balancing, blueprinting, and ignition upgrades, other performance modifications generally focus on increasing the volume of air and fuel mixture that will be processed within the combustion chambers. Are you still following? In other words, more air flow means more power.

As we pointed it out before, there are many tricks available to help you cram as much air as possible in the limited confines of a given engine. The first performance modification that all bikes usually go through is the installation of a free-flowing exhaust system and the replacement/rejetting of the carburetor/air filter. Next on the wish list is often a change for performance cams, in the hopes that a more aggressive profile will feed more air to the engine. All these upgrades work to some extent and certainly have positive results on an engine's performances, but their effect will somewhat be limited by the engine's ability to move air in and out of the heads through the intake and exhaust ports.

Understand that the heads are the place where the battle for serious power is won or lost, so if you want to get efficient performance heads for your Twin Cam, consider a pair of Super Port Flow Cylinder Heads from Flo Headworks in Oceano, California. The guys at Flo Headworks have spent countless hours tweaking cylinder heads and experimenting with various valve and port designs before coming up with what they proudly call a masterpiece of volumetric efficiency.

The cross-flow hemispherical head configuration has been used since 1936 on OHVs.

Flo Headworks starts with bone-stock Harley-Davidson castings and works its magic on these puppies. The patented "Tooled Finish" in the intake and exhaust ports of the Flo Headworks heads has doubled the atomization factor over the polished surface used by other head porting companies. Now that's good news!

Another great feature is the exhaust-to-intake ratio of the air flowing through the ports. V-twin engines generally work best with a ratio around 90 to 92 percent at .500-inch lift, but keep in mind that a stock Twin Cam 88 was tested at only 77 percent at .500-inch lift. After experimenting with their advanced porting techniques, Flo Headworks was able to improve the low lift flow of both the intake and exhaust ports arriving at exhaust to intake ratio of 90.8 percent at .500-inch lift! This is supposed to give the engine a smoothly tuned effect even with some of the more radical cams. In addition, the high lift flow at .500 lift has been increased in the intake port by 22 percent and in the exhaust port by 42 percent.

Is this a valve pocket or a metal clitoris?.

Flo Headworks will do the deed on your existing Twin Cam heads in about two weeks. Additional work is also available and includes larger stainless steel valves, matching the intake manifold to the ports, hand lapping the head gasket surface on the Microflat, glass beading or painting, testing valve springs, and assembly with Teflon valve stem seals.

Flo Headworks has spent a lot of R&D time improving the Twin Cam head design, so you don't have to struggle with it. If you think that your motorcycle deserves a no-nonsense power makeover, get in touch with Flo Headworks. Ask them all the tech questions you want, and by the time they're done giving you the answers, you'll wish you'd never asked.

—Lafayette

Source

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TechTips

Wrenchin' 101, Part III: Hidden Engineering

Sometimes Things Ya Don't Realize Can Help You Out

As students in this Wrenchin 101 class, we wanted all of you beginning mechanics to learn the things that will help prepare you for the reality and eventuality of motorcycle maintenance and customization (Zen optional). In the previous two articles, the finer points of wrench-dom have been brought to the surface for you, in order to give you the foundation, dare it be suggested "the very cornerstone" (yes, that's a better word for it) of knowledge and understanding that will allow you to build your knuckle-scraping experiences from this point forward.

As the old saying goes about playing the guitar, it's the easiest instrument to play, but the hardest to master (this may explain why many choose the kazoo). What that really means is that one never stops learning. One continues to wrench throughout the years, picking up tricks and techniques, hidden knowledge, valuable secrets, and all of the nifty little things that sheer old Lady Luck herself will whisk your way.

When you become confident enough to begin designing and creating your own components, or take on the unenviable task of constructing a custom sled from a pile of parts, you have choices: form, function, or a soothing blend of both. There is a lot of ingenuity in building a trick, show-stopping custom, but even more thought goes into building one you can ride. Think about it. Could you really ride it to Sturgis? Can you service the damned thing, without dismantling it in order to merely change the rear brake pads? Has one flashy billet doodad turned minor engine maintenance into a weekend-long routine? It happens, and we paint ourselves into corners constantly as bike builders. But there is another bizarre aspect to all of this. Allow me to demonstrate.

Imagine toolin' along at 40-50 miles per hour. You slow down to get ready for a potential speed trap, re-entering a small town; this is the last leg of a 300-mile ride for the day. You've been dicing through the curvy roads, not at breakneck speeds, but having as much fun as the road and good judgment would allow. You pass the 35 mph speed-limit sign, and decelerate.

Then, the next several seconds are delivered as in a slide show format wherein, everything slows down ... click, click, click. Yes, you and your bike are suddenly in a spill, goin' down to taste the asphalt. Yep, you guessed it, this scenario is true and happened to me recently. My bike, a full-blown custom 98-inch rigid that I spent two years building, was on its way to completely throwing me off of the right-hand side. My brain, only allowing me to see this one snippet of time thought, "Oh Shit! Something's wrong!" Yep. The next shot I got to see is one that transforms from a mere image in the GAF Viewmaster of the mind to a real moving picture. I was sliding down the road on my chest, destroying a brand-new pair of gloves and a new jacket, as my bike, now part hockey puck, slid away from me at a high rate of speed on its right side. Personal injuries be damned for the moment, all I could think of was every one of those parts I made being ground into oblivion, my fuel tanks freshly painted being turned into useless scrap.

Black again. This time I woke up in real time, making fists in the dirt to combat the pain growing in my right knee like some embryonic Alien waiting to explode from my body. Fortunately, it was just a bad bump, and after reassuring the growing number of cars, drivers, and accompanying cell phones that, yes, I was OK, I hobbled over with some assistance from a lingering samaritan and had a look at the bike. My first images of it as my head stopped spinning was that of my best friend (who had been riding with me) and another gentleman picking the bike up and gasoline rushing out of the carb. Ya know, it did kinda wash some of the day's road grime off of my engine, and as my senses continued to return, I was amazed and grateful that, like me, my motorcycle had also escaped serious injury.

As stated earlier, it went down on the right side, and I anticipated everything to be hashed up and ruined, but thanks to a few key parts (and the original point to this ramble, er, lesson), my bike made it out easily repairable. I had dual taillights on the ol' rigid, one on each side, cateyes to boot. The right-side one broke off, dangling by the wiring as the rear exhaust pipe and billet forward controls protected *everything* else from the harsh

grit of the road. Saving my front end entirely was the right-side billet brake lever and mirror stem, both brand-new items, but cheaper by far to replace than the parts that they saved. The front footpeg was ground down, and broke off completely once we stood the bike up, but once my leg stopped throbbing we bid farewell to the last of the good samaritans who stopped to help and we fired up the bike and I rode it home.

At the expense of the rear exhaust pipe (the front one never got a scratch) and the right-side forward control, my bike can be roadworthy with simple parts replacement. What happened could not have been engineered any more perfectly, as far as saving the bike was concerned (as for me, I owe it to leather, Kevlar, ballistic nylon body armor, and to the big Man himself).

If the billet aluminum forward controls had been any stiffer, they would not have bent just right and allowed the footpeg to take the gaff from a 60-foot slide. Had the rear pipe not been solidly mounted, it may have bent or collapsed and allowed the rest of the bike to get scraped up.

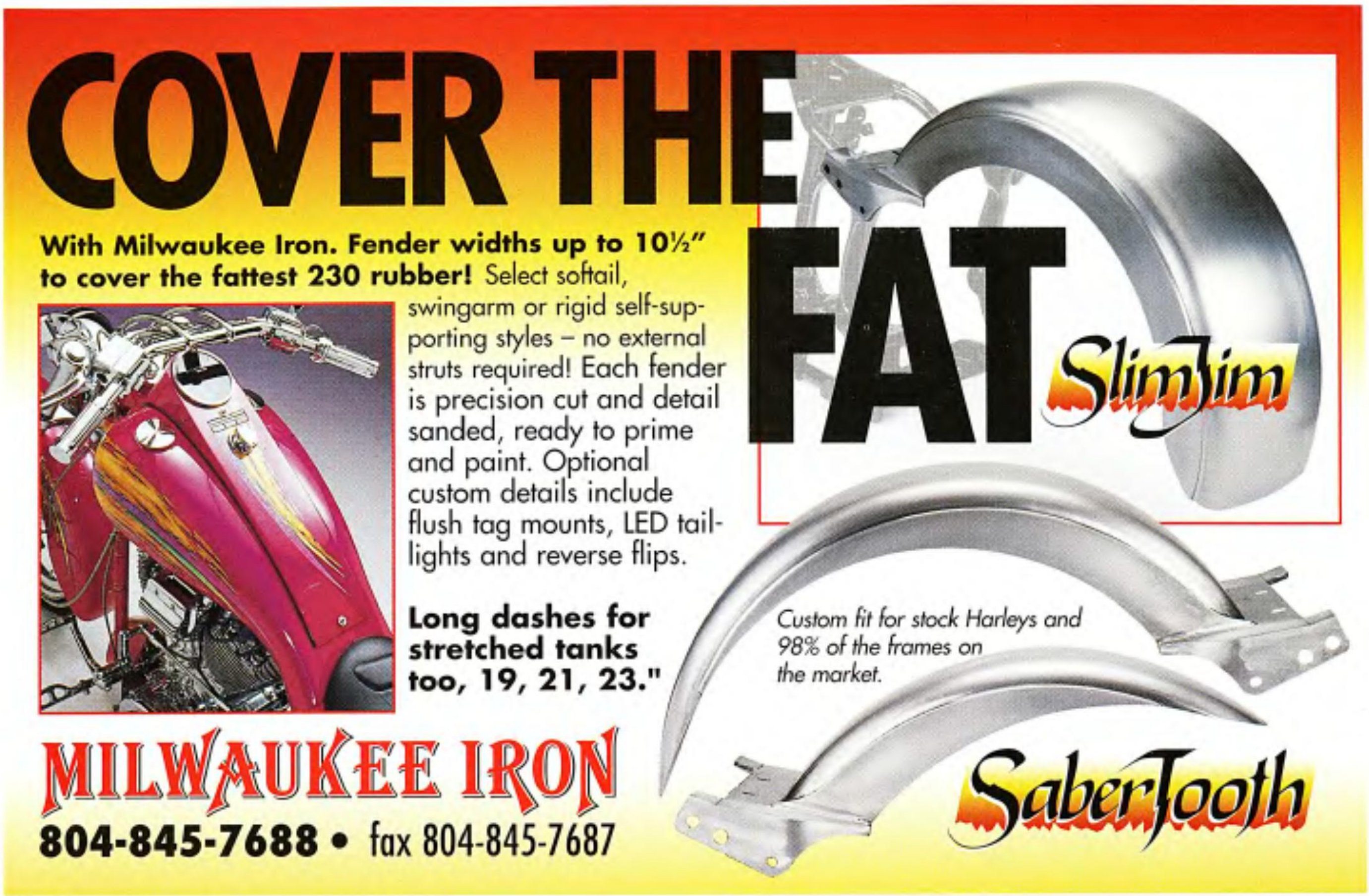
The fact that the billet front brake lever and brand-new polished billet mirror stem carried the rest of the weight, keeping the entire front end free of damage during the long, fast slide, tells me that these parts had worked together in a strange engineering symmetry I had never considered, which is why we pass this true story on to you. Their placement on the rigid frame as well as their construction made all of these now scraped and ruined components as valuable as a big set of crash bars on a dresser. I sure as hell would never have guessed that my overall design for the bike would result in such a combination that would allow it to take a right-side dump at 40-50 mph and survive with minimal damage.

So I guess we add another choice to our decision list, mentioned earlier: form, function, survivability, and, of course, the pleasant blending of all three. I tell ya, I sure never considered it, but God forbid I ever need it again, the new bike will have a few skid guards and "crumple zones" to keep any repairs to a minimum. I ain't planning for another incident, but all the same, I'm adding rear suspension to the sucker so I won't do another dance over that bump. I rather like my knees and don't fancy limping everywhere I go. Gotta run, er, hobble off now; that bottle of liquid knee medicine is calling me.

Oh, and you bet your ass I'm grateful to just be limping.

—Erik Falconer

"Sometimes I think he understands every word we say."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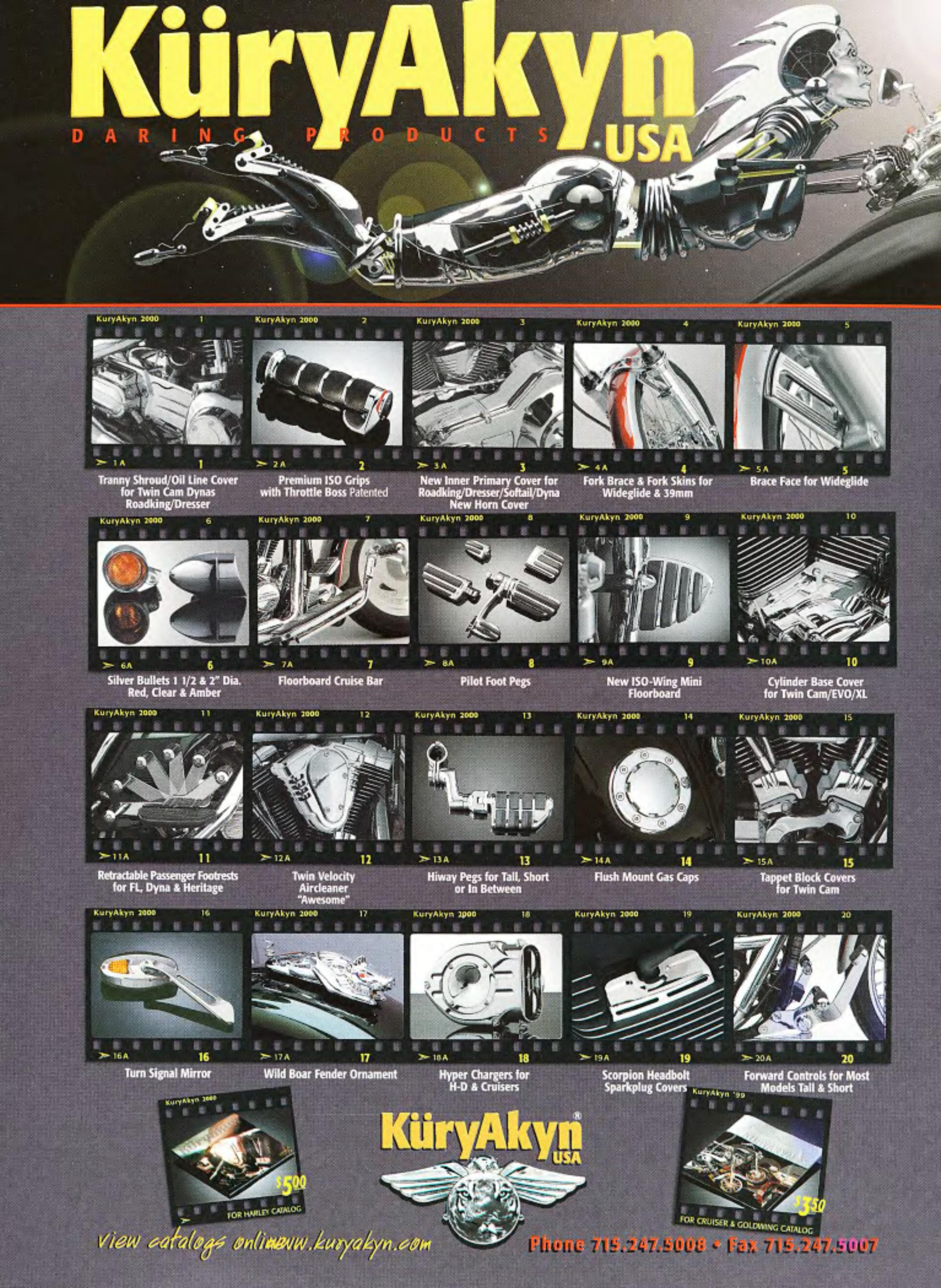
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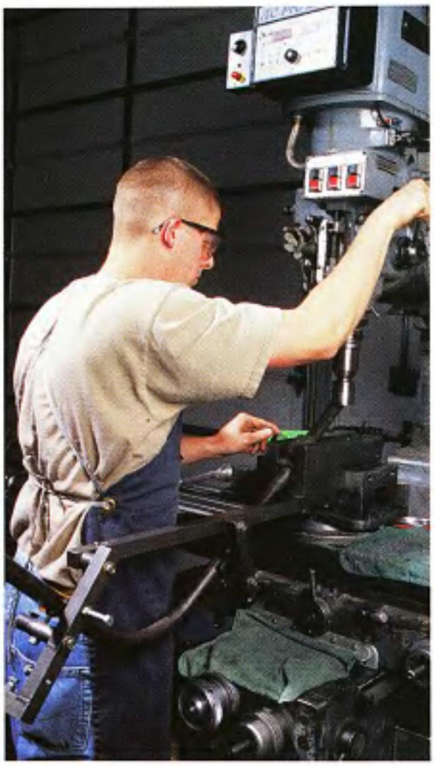
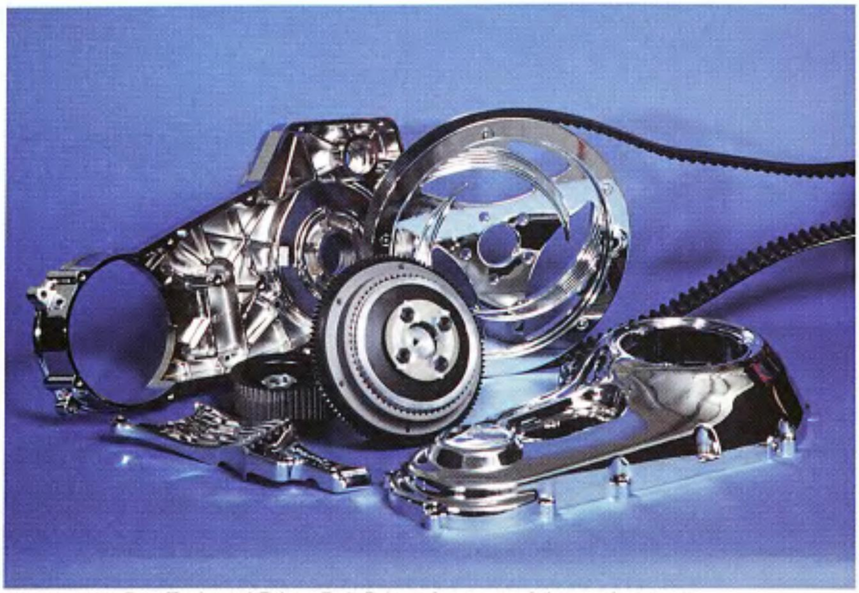


The J&P Giveaway Bike will begin with the best; a hand-built Daytec frame.



J&P went to Rev Tech and Primo Belt Drives for most of the go-fast parts.

Light it up! Getting the electrical goodies together including a Headwinds headlight.

They'll hear you coming with these RunRoader drag pipes.

Photos: Erik Falconer, courtesy of manufacturers

In keeping with our fine tradition of bringing you the world's classiest, sassiest, and downright righteous rides, we thought we'd cook one up to give away to some lucky dude or dudette out there. That's right, J&P Cycles and Easyriders are building your dream bike right now!

Our giveaway bike is the result of a co-op effort between Daytec and J&P Cycles, which has Daytec providing the frame and chassis components as well as handling all of the assembly work to boot. J&P will be filling in the frame and chassis with all sorts of goodies that are sure to top anyone's wish list.

For starters, Daytec constructed a Deluxe Street Scene Softail kit (#901000) with stock length, 35-degree rake, and a Pro Street neck, all done up in Daytec #134 yellow powdercoat. The major chassis components include Daytec's 8.5-inch steel rear bobbed fender (#902120), chrome steel fender struts with hidden fender mounting holes (#902410), Street Scene top fill, upper mount oil tank (#902051), and their fatbob 8.5-inch license plate/taillight assembly. This Street Scene frame can handle a 180mm rear tire while using a full- width drive belt.

The rest of the goodies are being supplied by J&P Cycles, which include a fine array of performance and billet items from Rev Tech. The powerplant is a brand new Rev Tech 88-inch engine with RunRoader drag pipes, backed up with a Primo Brute IV belt drive and a Rev Tech 6-speed gearbox. Chrome Rev Tech billet Scorpion wheels will be fit to the bike, a 16- x 5-inch in the rear and 21- x 2.5-inch up front, both with matching polished stainless steel brake rotors and Rev Tech chrome brake calipers. Rubber will consist of an Avon 180-16 out back, and their proven 90/90-21 in front. Completing the chassis, a chrome deluxe wide glide fork assembly with chrome billet triple trees, chrome bars, and hand controls tell you that this scoot is being built just for you!

Currently, the five-gallon stretched tanks as well as the rest of the sheet metal are being painted by the MK John Studio in Montgomery City, Missouri, and promise to be as eye-catching as the rest of the chassis. As the build continues, we'll be updating you on the assembly of the Rev Tech engine, chassis setup, and all of the other key parts of properly assembling a custom ride. In the meantime, why doncha start filling out about 200 or so entry forms, because when this bike is done, everyone's gonna want it. Stay tuned. (see entry instruction and contest rule on opposite page 137.)

—Erik Falconer

Enter to WIN a $29,000.00 Christmas Gift and SUBSCRIBE TO SAVE 58%

Enter the SPECTACULAR

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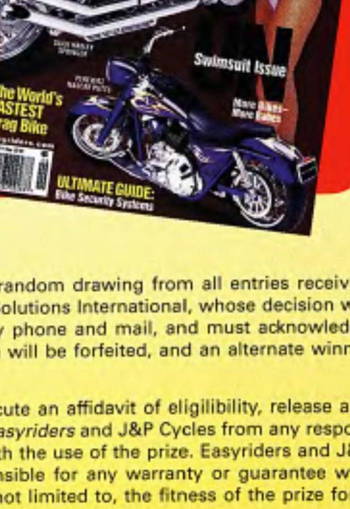
CHRISTMAS SWEEPSTAKES and you could be the lucky winner of this custom v-twin softail built exclusively with high end components from J & P Cycles' 800 page parts & accessories catalogue for Harley Davidson® motorcycles.

Entries must be received by December 1, 2000. The lucky winner will be drawn on December 22 and notified by Christmas.

Isn't it time you gave yourself, or that special someone, the best Christmas ever?

Includes:
Daytec Street Scene Frame, RevTech 88 inch black wrinkle finish engine, RevTech 6-speed overdrive transmission, Primo Brute III belt drive, Deluxe Single Disc Front end kit and Chrome sliders and billet trees, RevTech Aluminum Scorpion wheels, Avon tires, Dennis Smith dual stack pipes, Progressive suspension chrome shocks, LePera Custom seat, and much more.

Just complete and mail the official entry card and get ready for that special lucky Christmas winner phone call.



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OFFICIAL SWEEPSTAKES RULES

1. Mail your official entry form to Easyriders / J&P Cycles Bike Giveaway, P.O. Box 50044, Boulder CO 80322-0044. If none attached, enter by printing your name and address on a plain 3"x5" card, along with the words "Bike Giveaway" and send it to the address above in a handwritten envelope. Photocopied or duplicated entries will be voided. Easyriders and J & P Cycles are not responsible for lost, misdirected, or late mail.

2. One grand prize winner will be selected on 12/22/00 to receive a custom motorcycle with a estimated retail value of $29,000.00. The motorcycle pictured may not be the specific one awarded, and is nontransferable, and not redeemable for cash. The odds of winning depend on the total number of eligible entries received, and are not improved by the subscription purchase.

3. Sweepstakes is open to U.S. and Canadian residents, age 18 or over, who possess a valid drivers license, except employees of Easyriders, Inc. or J&P Cycles, their affiliated companies and advertising and promotion agencies. Sweepstakes is void wherever prohibited or restricted by law. **All federal, state and local taxes, registration fees, and delivery of the motorcycle prize are the sole responsibility of the winner.**

4. The winner will be selected by random drawing from all entries received before 12/1/00 by Wood Business Solutions International, whose decision will be final. Winner will be notified by phone and mail, and must acknowledge notification within 30 days or prize will be forfeited, and an alternate winner selected.

5. Winner may be required to execute an affidavit of eligilibility, release and indemnification. Winner releases *Easyriders* and J&P Cycles from any responsibility or liability in connection with the use of the prize. Easyriders and J&P Cycles do not make or are responsible for any warranty or guarantee with regard to the prize including, but not limited to, the fitness of the prize for a particular purpose.

6. For the name of the prize winner, send a separate, stamped, self-addressed envelope to 2000 Christmas Sweeps, c/o Easyriders, Inc., P.O. Box 1050, Agoura Hills, CA 91376-1050. To be removed or excluded from mailing lists, send your request to the Easyriders address above.

No purchase necessary to win.

TechTips

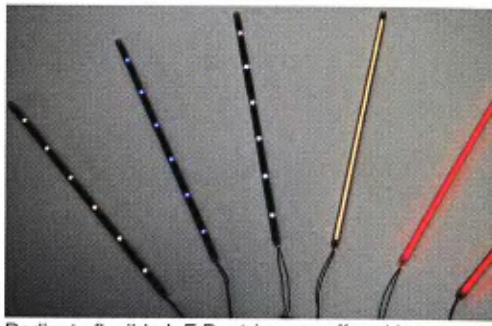
Let There Be Light
Flexible LED Strips Can Be Mounted Anywhere

In recent years, LED taillights have become very popular on custom Harleys, and for very good reasons. For one, they usually produce more visible light than the standard taillight assemblies. But the best reason is because they don't burn out due to vibration like a filament bulb will. Up till now, custom builders would notch or make an opening in a fender, cut and then form LED assemblies to fit the opening. Then they would fabricate custom inner and outer lenses and build a special housing to hold the assembly under the fender. To put it mildly, it was a lot of work. The raw materials were there, but nobody really made a kit to install these babies for custom applications. Well, friends, fortunately none of us will have to endure that type of insanity any longer, thanks to the folks at Radiantz.

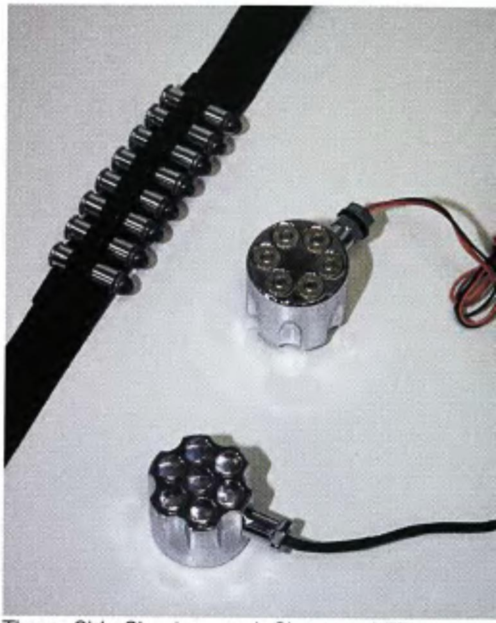
Radiantz is manufacturing flexible LED strips that can be installed quickly and easily without using much more than a hand drill. These strips are so flexible that they can be wrapped around a fork leg and be used as turn signals. Not only are they extremely flexible, they're very bright! Radiantz even thought of the custom builder and offer these LEDs in several different colors. You can trim the strip to any length you like, from 1/2-inch to 10 feet. These strips are completely sealed and weatherproof, so you don't have to worry about where you mount them. The undersides of the strips have a heavy-duty, double-sided tape to make installations a snap. All of their LED strips are double element so you can use them for running lights, brake lights, or turn signals.

One of their latest products for Harleys is a Side Shooterz assembly that features real 41 caliber brass shell casings and an authentic looking six-shooter cylinder. They have a triple-plated chrome housing with no exposed wires for an ultra-clean, eye-catching look. To complement the Side Shooterz, Radiantz produces a bandoleer-style strap holding simulated bullets to mount across the top of the rear fender. All Radiantz LED assemblies feature low-power consumption for extended life span and less drain on your battery.

—One Eye

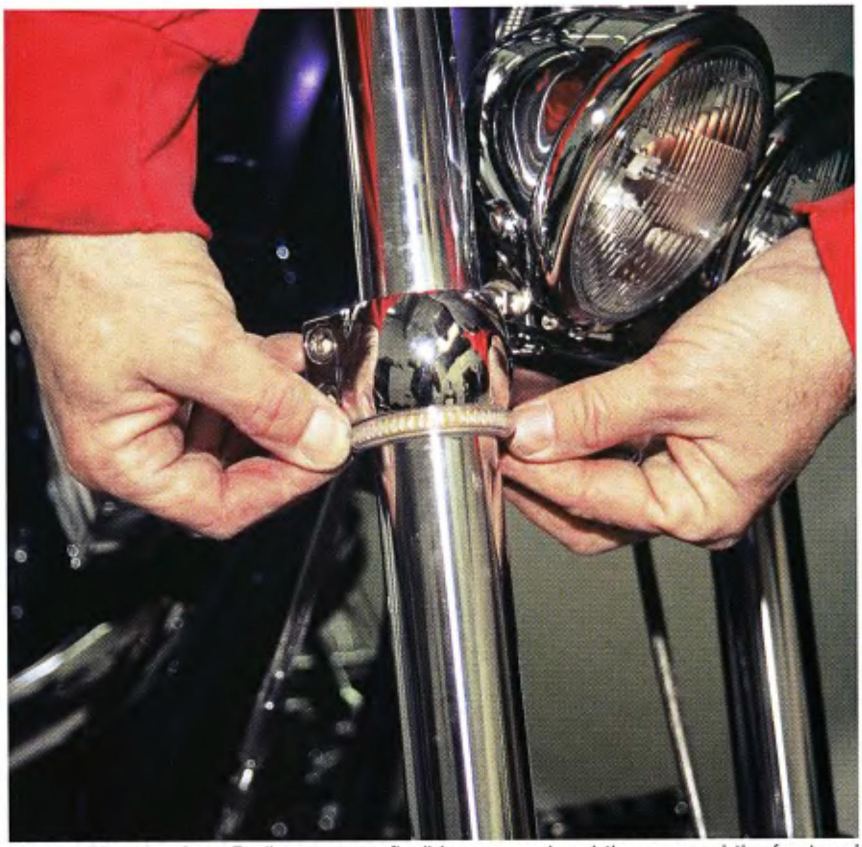


Radiantz flexible L.E.D. strips are offered in several different colors and segment spacing for varying intensities.



These Side-Shooterz and Shooterz LED assemblies resemble a six-shooter and bandoleer. One side has the LED while the other side has a real 41-caliber brass shell casing and primer for an authentic look.

Here the Shooterz and Side-Shooterz are installed on a rear fender. The standard Side-Shooterz come with six red LEDs centered around a single amber LED.



These LED strips from Radiantz are so flexible you can bend them around the front-end forks and use 'em as turn signals. Try this with a standard LED strip!

Radiantz made this wild custom Cadillac El Dorado taillight assembly. The illumination is even and brilliant across the entire surface! Pretty cool.

Photos: John Morgan

Here a custom bike is outfitted with turn signals and a rear taillight strip.

Source

RADIANTZ
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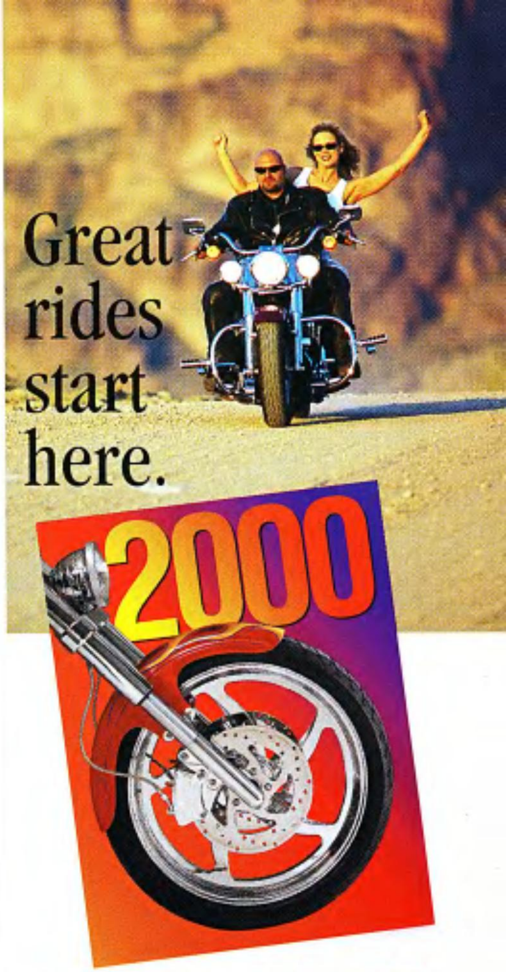
(714) 573-0213 fax
www.radiantz.com



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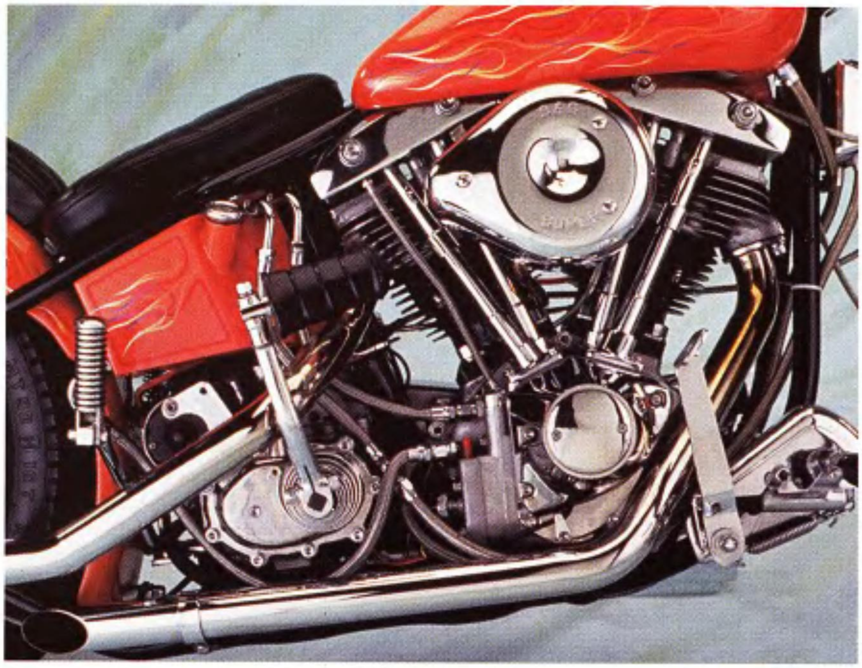
Adeline Romeo
Harley Heaven
1958 Panhead

Photos: friends of Adeline

Adeline Romeo earned respect because she was a lady with a rare quality: she really was what she seemed to be, and that was a Harley-Davidson rider. She wasn't a biker for status or image or to be trendy. She rode because she loved to ride. By the truth of her commitment to the life she loved, Adeline earned a high place for herself in the grand scheme of things. She saw the quality of life led by the upwardly mobile, the corporate movers and shakers in their quest for the bottom line, and she didn't buy into it. She knew that true happiness could be found by just one hour of riding on the Harley that she built herself.

She gained her mechanical skills by reading, working, digging through parts, asking questions, and doing things herself. Sometimes, things were made to work through sheer determination. In her mind's eye, there was a clear vision of the bike she wanted. She dreamed it, earned it, and built it. The quality of her work caught many an eye and the joy in her heart touched many a soul. Seeing Adeline on her bike was like watching a child playing in the sunshine. Once that bike was finished, she rode the hell out of it. She left this world for the next, riding on the Harley she loved. —*Trash*

Andy Stinson
San Diego, California
1979 Custom



"What makes this bike unique," Andy assures us, "is the fact that it's a now rare example of a classically styled Southern California chopper in a compact drag-bike configuration with a rigid frame."

"In a day and age when 'custom bike' has come to mean a smorgasbord of curvaceous, Ness-like flares, and slinky fairings packing well-behaved Evo engines," he adds, "the beefy brawn of this stripped-down and lightweight, but well-muscled, vintage-style chopper is a refreshing visual tribute to the once rebel roots of customized Harleys. Consider this specimen to be Harley-Davidson's timeless equal to Ford's chopped and channeled deuce coupe."

What does this guy do for a living? Write the intros for the Miss America pageants?

Well, he does have a point or two: this '79 Shovelhead ("at least that's what it's registered as") with its bored and stroked, 88-cubic-inch motor is indeed a two-wheeled marvel, and surely you won't spy such an impressive power package on every street corner. Assembled by Kennedy and Zaidel's Custom Harleys in San Diego, this is truly a masterpiece of craftsmanship: the power plant breathes through an S&S Super E and sits inside a fully molded and modified, rigid drag-type frame with a four-inch-over extended front fork. The original primary chain has been traded for a belt to optimize horsepower and minimize vibration, while the chromed steel spokes were exchanged— for reasons of safety as well as cosmetics—for "very costly, highly polished stainless steel spokes that defy bending and are completely immune to rust damage or chrome peeling."

Damn! I'm sure if you're interested in buying some oceanfront property in Arizona, Andy would be happy to sell it to ya ... and throw his grandma into the deal as the cincher.

—Tripper

Photos: owner

Dennis Allhands
Danville, Illinois
1999 Custom Fat Boy

"This mother will peel the skin off your face!" says Dennis Allhands, builder and owner of the mother in question. He should know, as he is currently undergoing major surgery in an attempt to have the skin of his butt cheeks grafted onto his face so he can shave again.

Hey, just kidding, folks. But Dennis, who owns D.A. Customs in Danville, Illinois, is definitely one of those guys who subscribes to the philosophy that bigger is always better. Just check out the ingredients in his balls-to-the-wall asphalt rocket: a 120-cubic-inch Merch Perfomance motor, assembled by D.A. Custums and sporting 4¼ by 4¼-inch chambers; cam, valves, heads, and flywheels all from Merch; Keith Black pistons; a Compufire 2.0 kw starter (what, no kick starter?); an S&S Super G carb with Thunder Jet and Yost Powertube; Vance & Hines Short Shots; all poring into the Baker six-speed overdrive tranny, which translates the whole thing into eye-gouging motion.

Dennis, who also believes that "you can never get big enough," is already contemplating a new monster to tame. "They're doing a lot with Twin Cams now," he asserts. "And as soon as something interesting comes along, I'm gonna jump on it." Until then, he is content to haul big-inch ass, which leaves his bros in the dust and at a loss as to how they could possibly keep up.

"I call this bike the 'Nut Buster', for obvious reasons," Dennis continues. "My buddies are twisting like crazy while I'm still around three grand. And without the compression release valves, this thing won't even roll over." Sounds a lot like my ex-wife.

Speaking of which: "What kind of woman does it take to handle all these inches?" one might be apt to wonder. Hey, no worries there. "My wife, Debi, rides a 104-incher herself," Dennis says proudly.

I only have one last, comforting thought to offer: at least her butt cheeks wouldn't be as hairy as his.

—Tripper

Photos: owner

Chris Gingrass
Two Rivers, Wisconsin
1992 Sportster

"This is my first bike," admits Chris Gingrass. Sounds relatively harmless, right? "My husband wanted a bike and a deal was struck," she continues. "I told him, if you buy one, you buy two!" We don't know how Chris managed to blackmail her husband into buying her a bike, too, but I'm sure our collective imagination could easily come up with a couple of schemes. At any rate, she made sure that he kept

his promise. They picked up a local newspaper, and some time later, they picked up this '92 Sportster.

Chris goes on to tell us that there was "a tricky part to the deal. I had never ridden before and told him a small lie about knowing how to ride." Kids, don't try this at home. Chris is obviously a professional.

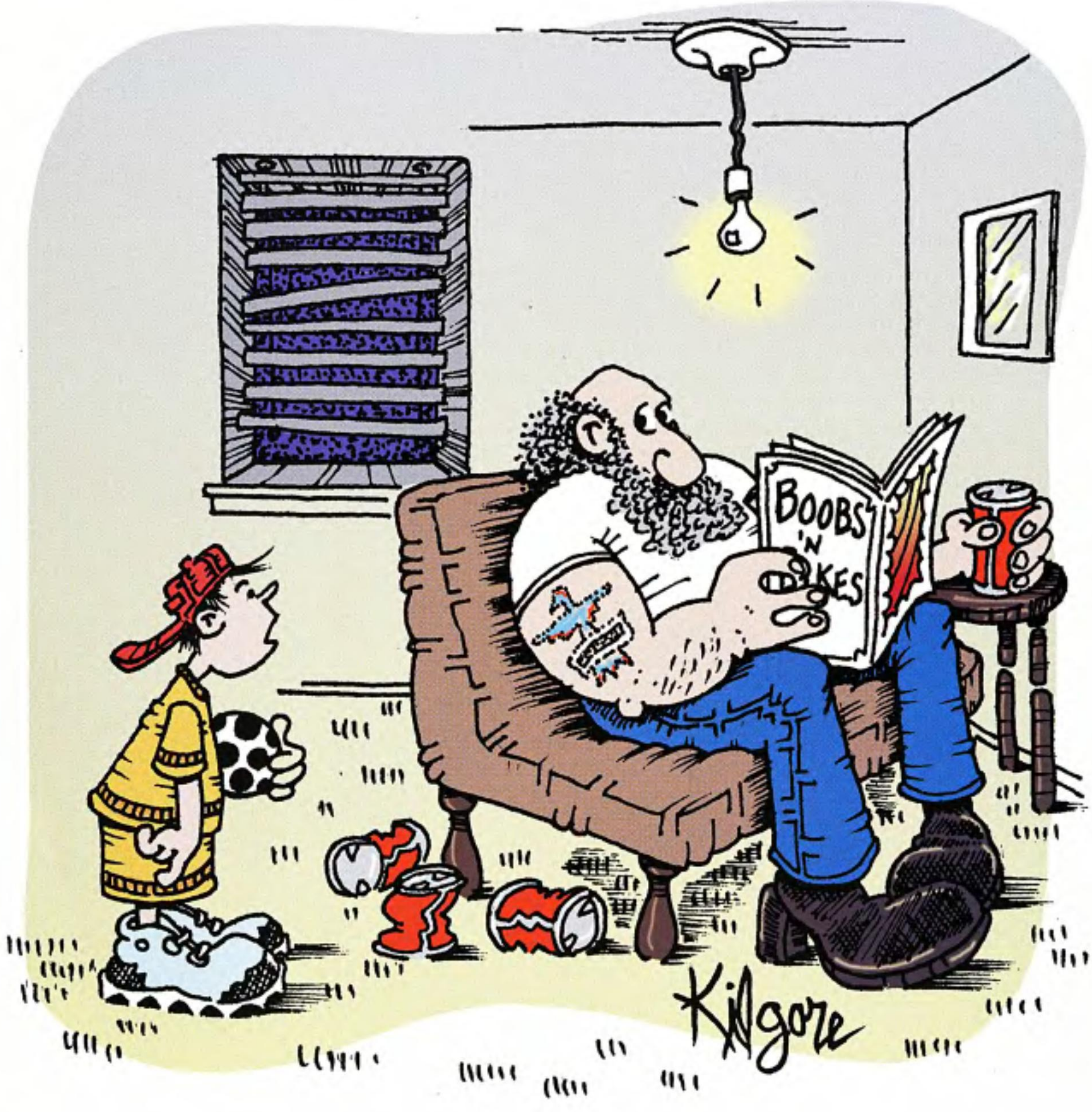
"Somehow I managed to make it through that two-mile round trip on our road twice during that weekend without him finding out the truth." And without breaking every bone in her body, one might add.

"When I dropped him off at the airport on the third day, I was determined," she says. "I took the bike out on the road as soon as I got back home and haven't stopped since." The brakes are on the right handlebar and in front of your right foot, darling.

But we aren't concerned with such minor details. We are looking at the grander picture, which in this case was painted by Dan Storey in Wapella, Illinois, and is framed by a stretched 4.2-gallon tank from Custom Chrome with two flush-mount caps, a Corbin Gunfighter seat, a White Bros. lowering kit in front and an 11-inch Progressive Suspension in the rear, plus K&N Superbars (Fat Boy style), among many other things.

For a first bike, this black and chrome Sporty sure is a hell of a sweet deal, and for a woman, Chris seems to have a set of giant brass balls.

—Tripper



"Mind if I just call you 'Bro'?—'Dad' sounds too old-fashioned."

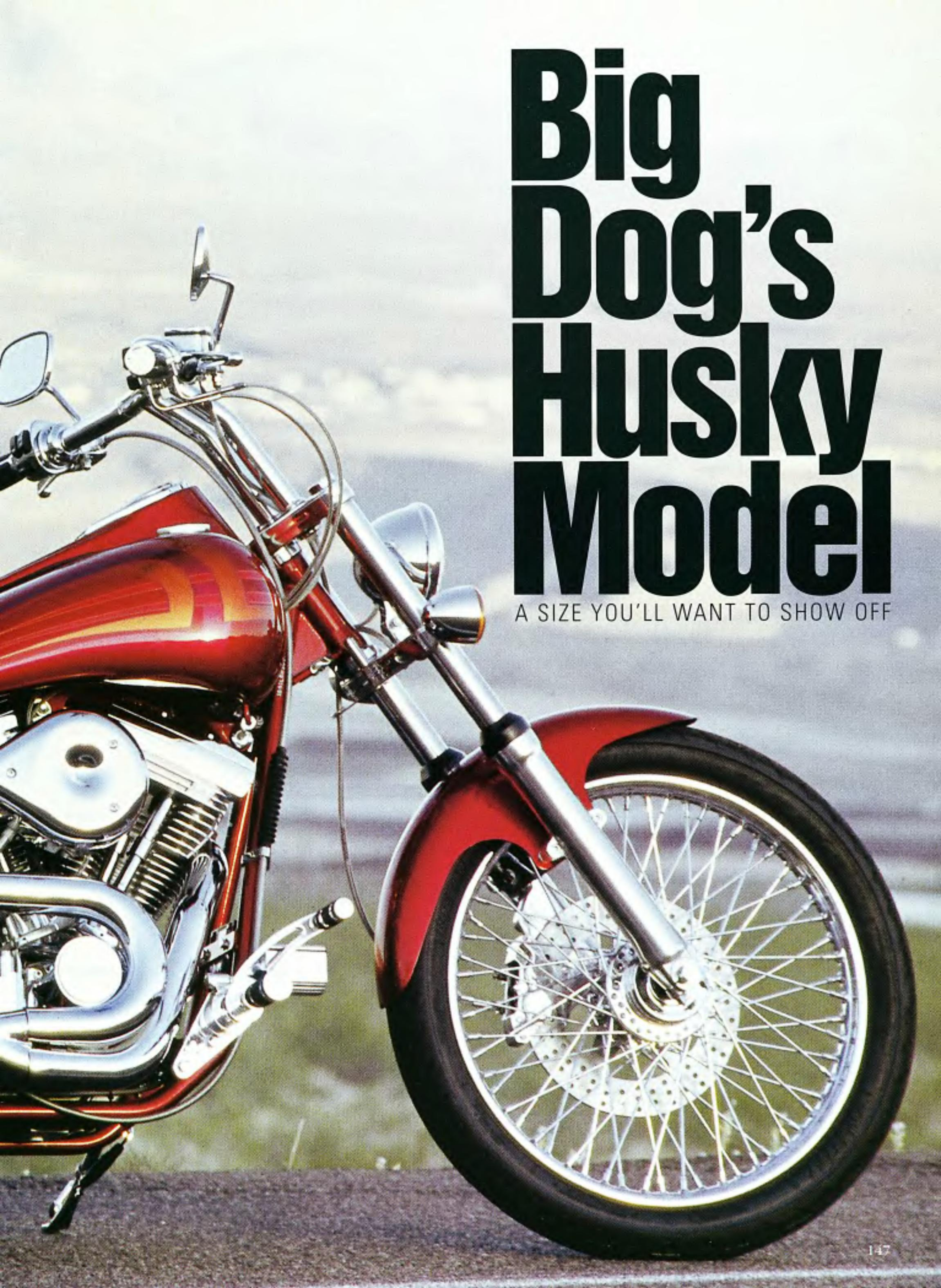
I had a good friend growing up. Screw you! No, he wasn't imaginary and no, my parents didn't pay him to play with me. This guy, although it didn't start out that way, turned out to be a good-sized pro-football player. He was huge as a kid and was constantly embarrassed when his mom would take him out shopping for clothes, looking for his size ... Husky. If you were one of those kids, or still are for that matter, you know the dreaded response, "He wears a Husky size." Now, Big Dog Motorcycles (BDMC) has given all of you Husky clothes wearers—OK, the rest of you as well—new hope with their 2000 Husky-XT.

I had the opportunity to test this bike out in Laughlin this year and I gotta say, this Husky-XT really gets the job done. All of you familiar with Laughlin, Nevada's terrain, know that there are long stretches of road with hardly any turns. Those of you who aren't, picture any desert, or just picture actress Hillary Swank ... all flat, no curves. Anyway, the point being that we got a rare opportunity to run this bike at, and mostly over, speed in very hot weather for long periods of time. With a 107-inch engine we were surprised by the fact that the Husky never got too hot to run. OK, it's not a Shovelhead, but we can't all be perfect.

One thing that really impressed us was that BDMC is manufacturing more and more of their own parts. I'm not going anywhere near the topic of the engine. We all know that S&S puts out a quality motor. And BDMC has added their own top-secret touches to it, to get it to really perform as an everyday runner. But check out the accessories chart. BDMC is the major supplier. In order to stay competitive in this industry, more of these companies are going to have to go this route to separate themselves from the rest of the herd. BDMC's Husky just became the lead dog in the sled pull.

Big Dog's Husky Model

A SIZE YOU'LL WANT TO SHOW OFF

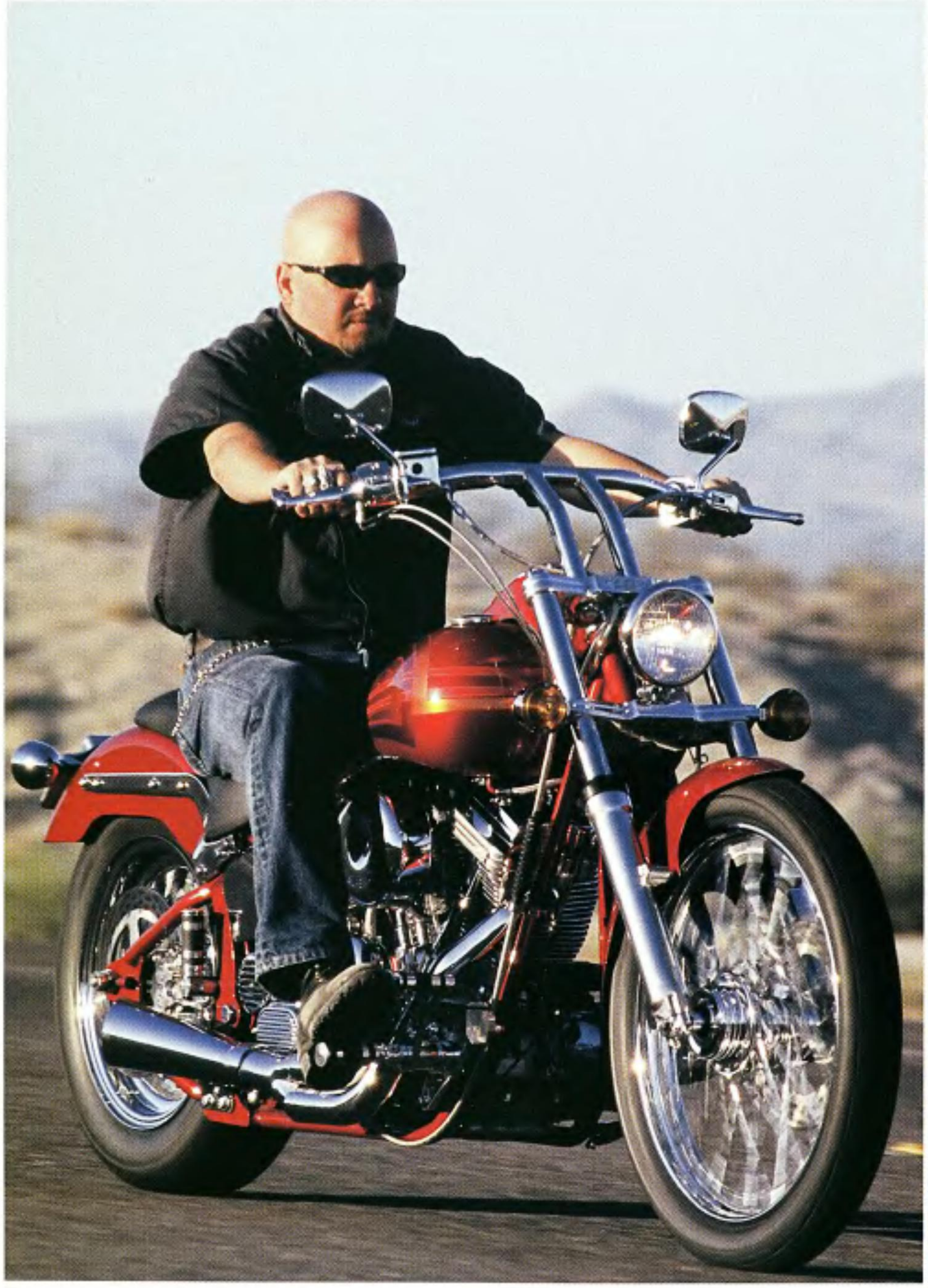


BDMC puts out six different motorcycle models and the Husky-XT falls right in the middle. You can purchase one of these pups at $22,000, but with BDMC's list of customer options, the bike shown here sells for $23,395. I really liked the front end setup on this bike. BDMC manufactured its own set of bars and risers and they fit great. As you can see in these photos, you don't have to sit straight up-and-down on this bike, nor are you smashed against the tank to ride it. The more comfortable you are riding the bike, the better time you're gonna have on the road.

As far as the performance goes, what can I tell you. I met a State Trooper in one of the Casinos and made him a deal—you don't write citations for speeding and no helmets, and I'll let you cruise a couple of these bikes on your day off. So, more than once, this kind Trooper followed us out to *Easyriders'* secret shooting location and lit the wick, with Trooper Friendly right behind. There's a quarter-mile stretch of road that saw a lot of action that week. On this trip through, I got through the gears quickly and quietly in search of the 100-mph monster. Not a problem. And, although Laughlin's not remembered for its curves, we did find more than a few, and only managed to scrape the pipes a couple of times!

To get more info on BDMC and their other models of bikes, contact Big Dog Motorcycles at 140 N. Ohio, Wichita, KS 67214; (316) 267-9121. Or, check out one of the best motorcycle Web sites around at www.bigdogmotorcycles. com. All things considered, everyone who rode this Husky was a very happy camper ... 'cept for a certain Nevada State Trooper. See, his day off was Tuesday (after the Run), and we all packed up and split on Monday. I'm sure I'll be seeing a certain Trooper in the near future.

—Oil Can



Owner: Big Dog Motorcycle Company (BDMC)
City: Wichita, Kansas

General
Fabrication: Big Dog
Year/make: 2000 BDMC
Model: Husky XT
Price: $22,000 ($23,350 as shown)
Assembly: six weeks

Engine
Year/model: 2000 BDMC/S&S
Rebuilder: BDMC
Ignition: BDMC
Displacement: 107 cubic inches
Lower end: S&S
Balancing: S&S
Pistons: S&S
Cases: S&S
Heads: S&S
Cam: 600 S&S
Lifters: S&S
Carb: S&S
Air cleaner: S&S
Pipes: Hooker

Transmission
Year: 2000
Modifications: Andrews gears

Paint
Painter: BDMC
Color/type: Lollipop Red with Lost Scallops/PPG

Frame
Year: 2000
Builder: BDMC

Accessories
Bars: mid-rise BDMC
Handlebar controls: H-D
Fenders: BDMC
Headlight: 5 3/4-inch
Taillight: BDMC
Speedo: BDMC
Dash: BDMC
Pegs: BDMC
Electrics: BDMC
Foot controls: BDMC
Gas tank: BDMC
Oil tank: BDMC
Oil system: dry sump
Seat: BDMC
Mirrors: CCI
Grips: CCi

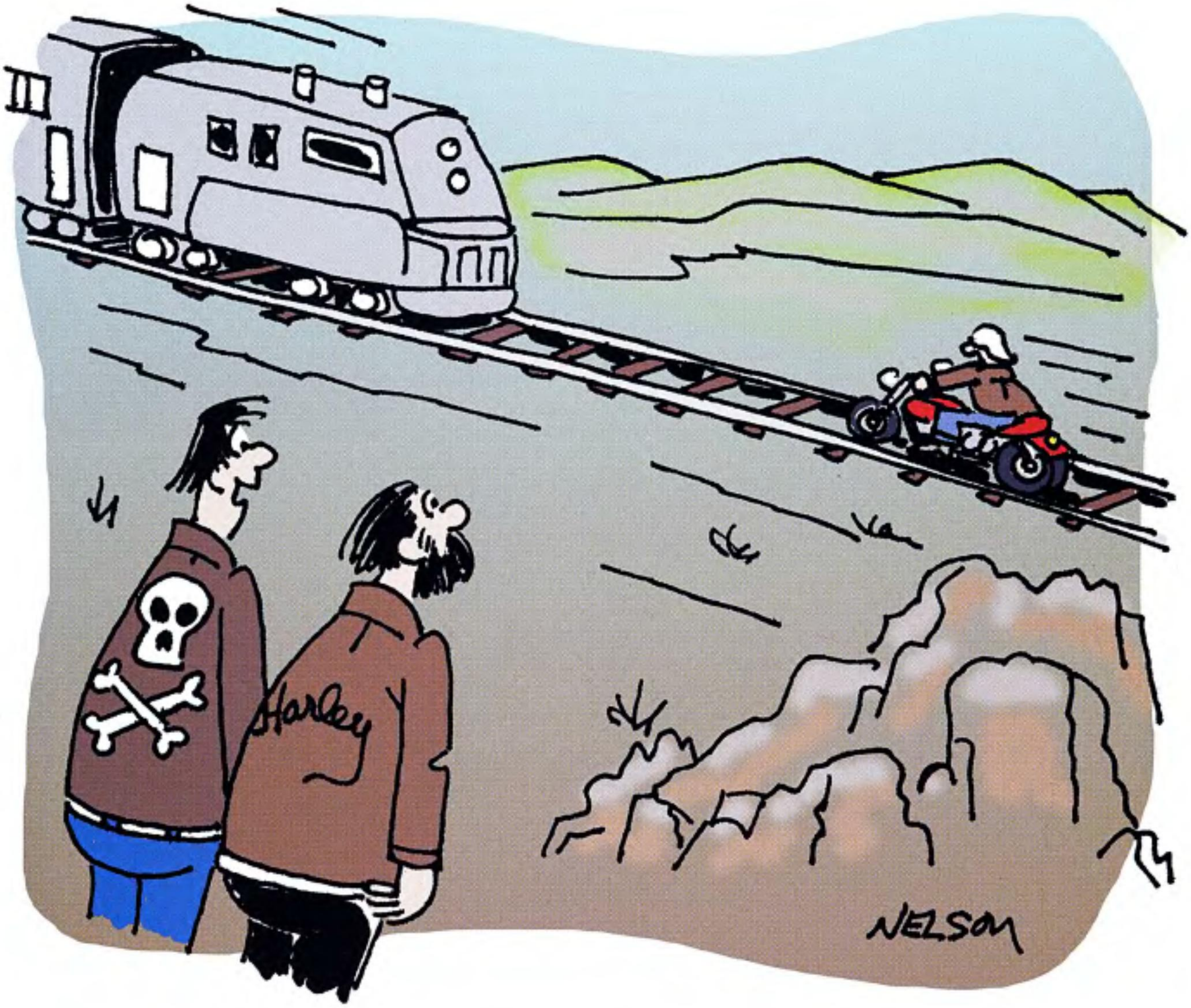
Forks
Type: 41mm
Builder: Showa

Wheels

Front
Type: chromed w/60 spokes
Size: 21-inch
Rim width: 2.15 inches
Tire: Avon 90/90
Brake: Performance Machine

Rear
Type: chromed w/60 spokes
Size: 16-inch
Rim width: 5 inches
Tire: Avon 160/80x16
Brake: Performance Machine

Photos: Jan Hagglund



"He says the real trick is to jump the train without a ramp."

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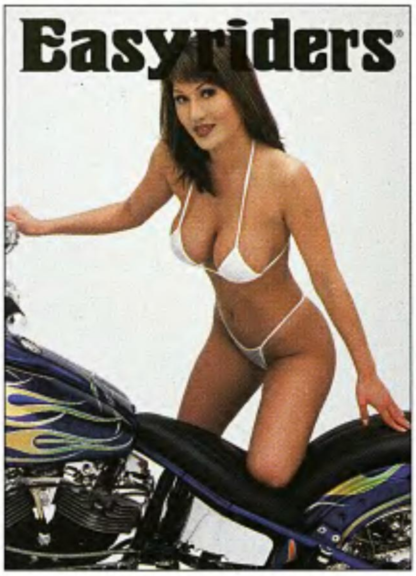
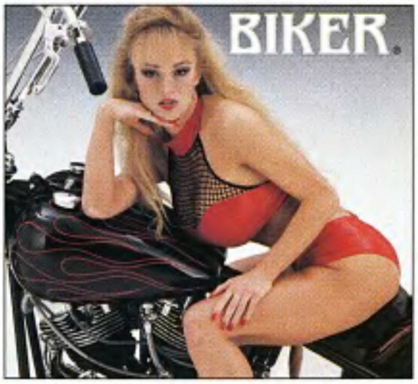
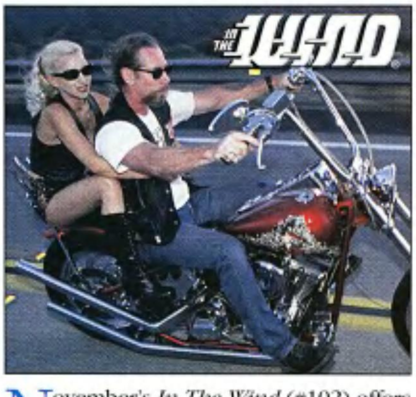
ComingAtYa

The October issue of *Easyriders* (#328) will scare up some tech tricks and tantalizin' treats. This is our annual Tattoo Special with some of the best motorcycle-related inkslinging ever seen. We'll also take you to all the action of the mega Myrtle Beach Run, offer up a bewitching Guide to Biketoberfest and meet the ridin' women of Chicago's Open Road Radio. Then we'll travel to Canada to meet far-out airbrush artists, discover some of the last true leather craftspeople at New York's Gypsy Leathers, gawk at the ultimate custom bike by master builder Paul Yaffee, and check the progress of our J&P Dream Bike Giveaway. Our 32-page Super Softail Spectacular will serve up six sizzlin' Softails, giving you a whoppin' even dozen bike features in the outrageous October issue of *Easyriders.* *On sale August 31*





September's *Biker* is the Sweet Hog Special. That's 32 pages devoted to our readers' rides. You'll also find a mess o' great runs and a big-titted blonde on a Shovelhead. Yahooie! *On sale August 1*



November's *In The Wind* (#102) offers up a 32-page Bike Show Special for your eyballin' pleasure. You'll find the best custom bikes in the world plus our usual mix of great Wind shots. *On sale August 8*

Besides a mouth-watering collection of high-class customs, the October *VQ* features Harley hang-outs, wild new products and the latest gadgets for the two-wheeled connoisseur. *On sale now*

Easyriders Video is proud to bring you "Best Biker Tunes," a compilation of some of the best music from our last decade of videos.

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Wilson County Fairgrounds
(I-264 to HWY 301 South)

July 28, 29, 30, 2000
PROSPECT, PENNSYLVANIA
Butler County Fairgrounds
(Rt. 422, 8 Miles W. of Butler)

August 18, 19, 20, 2000
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SANCTIONED EVENT

For further information call our event division 800-962-9857

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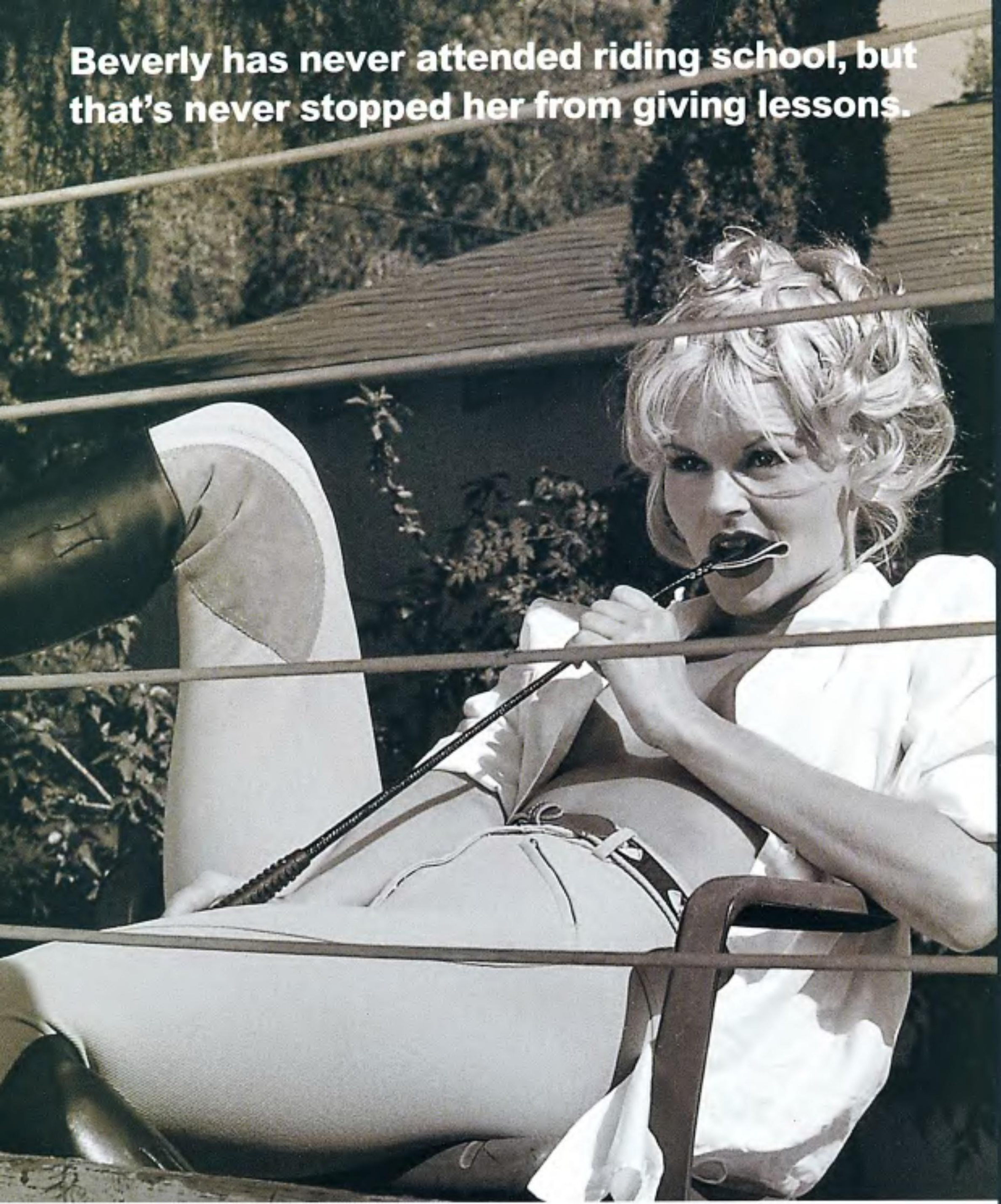

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